The Sea People

Atlantic & Alaskan Oros
Jims Column
Cat Corner - Horta, Azores
Cruising the Florida Keys
PEACE IV Ready for Sea
News from SeaPeople

No 50

DECEMBER 2002

SAILS

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Jeckells
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The Sea People

Magazine of the Polynesian Catamaran Association

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Editorial Team:
Dave, Ken & Anita plus the doctors and nurses of Sint Franciscus Hospital IC unit, Rotterdam

Cover Picture: Dr Gerhard Bobretzky relaxing , whilst drifting on the Neusliedersee aboard his Tane, "TANE".

Photo by Ken Hook.

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From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

Sorry but you won't be getting 40 pages in the next issue,
however we'll be going to a new format of 32 pages (as long as you guys keep sending us material).

RCD Update (apologies to non EU based members)

Alarmed as I was by an article in a sailing magazine that suggested that boats without RCD certification would be unsellable (amongst other consequences), I have been in contact with the European Union department administering the Recreational Craft Directive for some clarification on RCD dos and don'ts.

Categories of boats which are exempt from RCD Certificate marking requirements -

1. Boats placed "in service" before 16th June 1998 (good to have documents proving "in service" history...log,insurance etc).
2. Boats that are owner built for own use and not made available for transfer (sale/lease/etc) for a period of 5 years from start of "in service" date.

I believe that these exemptions cover most affected PCA members and thus is a non-issue.

The owner built reference is to demarcate the difference between kit-boats and truly self built boats. Any professionally built component (ie hulls, decks) meant that the boat would require RCD certification.

Does this mean that a non certified boat cannot be sold ? The market tells us that this not the case. It's my opinion that Wharrams represent a niche in the boating marketplace, if there's a demand, there'll be a supply.

I have a few more questions to ask of the EU RCD group, but hope to present a complete picture including quoting specific article and paragraphs which point out exempt boats from the RCD from the EU rules and regulations. This might be useful to carry when crossing international borders.

Dave Peak
Vice Commodore

PCA Voting	Results	Votes
Commodore	Mike Wynn	91
Vice-Commodore	Dave Peak	90
Secretary	Ken Hook	90
Treasurer	Ollie Mullett	90
Editor	Dave Peak	91
Euro Rep	Gerald Winkler	90
N.America Rep	Steve Tellardin	88
Australasia Rep	Lee Shipley	89

A total of 95 votes were received, 5 were received after the cutoff date and were thus discounted. Thanks to all who participated.

Coming Next Issue

As mentioned above, we'll be going to a 32 page mag for future issues. Also, we'll be introducing some layout changes that we feel makes for a better magazine.

Alaskan Cruise (continued)
PEACE IV in Spanish & Portugese waters
2003 PCA scheduled meets
Wharram featured in movie

Plus regulars -
News from SeaPeople
Hints and Tips

SPECIAL SEASONAL DISCOUNTS STILL AVAILABLE

Last chance to take opportunity of discounted orders from Jeckells - PCA members that ***place*** orders between September 1 2002 and December 31 2002 will receive reduced rates. Delivery of your order can be scheduled for your convenience.

"Changes in attitudes....

....changes in latitudes, nothing remains quite the same...." goes the old Jimmy Buffet song.

Well, I've had to scrap the original editorial which sang the praises of the Paris Boat Show as the mag will not reach you in time to take the opportunity to visit this year. We had planned to get the mag to the printers in late November and in the mail the first week in December. However, a prolonged hospital stay put paid to that. But I'm back in circulation now.

The illness (diabetes, under control, thanks) has been a wakeup call for me and has forced me to reassess the priorities in my life. I always thought I had all the time in the world to do all the things I wanted to. Now I'm not quite so sure about that.

What I am sure about is that I need to re-assess my priorities . The first and foremost is to get my Pahi 42 "MIRAGE" ready for cruising by Autumn 2004. Which leads me to the conclusion that, I'll have to give up something and as much as I love being editor, I think it's going to have to be the editorial role. So I'll be looking to try and recruit an "editor in waiting" who can possibly sit in on the next two issues. I found working with Ben Mullett an enormous help while he was editor. The potential candidate(s), should be computer literate. If you can work with MS Word, MS Publisher isn't that much of a stretch.

On a brighter note, I saw "Top Gear" (yes, I know it's naff but....) a while back and they were discussing vegetable oil as a replacement fuel for diesel. As the owner of an auxiliary of 20hp with recollections of long hours under power (and how expensive they were) my ears pricked up.

With vegetable oil costing as little as £ 0.03 ($ 0.05) per litre (this was the figue quoted on the show), this would mean considerable fuel savings and burn cleaner fuel. With diesel costing approximately £ 0.70, this is something I'll be investigating further for a future issue. Unfortunately if you use this fuel in UK waters you'll be obligated to inform the Treasury dept that your using a bio-fuel in a vehicle and pay the fuel tax due. But for Sea People venturing offshore this potentially represents a real economical boon.

All the best and seasons greetings to all

Dave

All members sending in articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing, burgee + the articles that have been presented in the money saving column for that year.

Keith Viewing was drawn as the winning recipient at the recent AGM. At future AGMs, 4 prizes will be drawn(1/issue)

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300K please)

PEACE IV – Rigged and ready for sea

Ann and Neville Clement

We are expecting to leave the Bristol Floating Harbour here in England within a week on our maiden voyage to Swansea in South Wales. The final rush of preparations have stopped for the day due to heavy rain which allows me to write this note to all of you friends who are on e-mail.

The hope is for us to keep in touch at this address as we sail south along the European coast. Across the ocean we will have no communication other than the single side band radio but we will be back on e-mails once we are in the Caribbean and hopefully as we continue cruising all the way to our American home base in Providence, Rhode Island next summer. Normally we hope to use this new (used) computer working with the infra red port on our mobile phone to send and receive messages perhaps two or three times a week right here on the boat. Some areas where we plan to sail will have no mobile phone masts so we will be trying to locate Internet cafes whenever we can. Some other areas won't even have that facility so there may be a gap in the availability for correspondence. Because it is a mobile phone, we ask that you select plain text when you write us and please refrain from sending photographs because they take so long to download.

The boat is very comfortable to live on here in harbor and we have had many gatherings of old friends who came to say goodbye. One evening there were nearly 40 people on board and we were not at all crowded as they moved in and out of the hulls or about the wide decks. Our musical friends liked the acoustics in the galley where we sang and snacked all evening. The other hull was quiet while the party went on. Sleeping arrangements are comfortable and private and the galley is easy to work in. The light and bright interior is just what we had hoped for and so far the ventilation system is good even on hot and humid days.

The sails are getting easier to handle but we still need to learn faster and easier ways of furling them as we go along. Many small alterations have paid off recently and there will be many more to come. This sail type and rigging have proven themselves over the years in the Wharram Designs TIKI range and they do make this catamaran relatively close winded and easy to tack which is a great advantage. Our TIKI 46 is the prototype for its size, so we expected to have a few bugs to contend with just at first.

Nev is pleased with the outboard engines - they are extremely quiet and reliable. Also quiet is the chine knuckle on the outside of the hulls. We put a large fillet of epoxy in there because we hoped it would prevent waves from slapping and thudding against it. Our experiment worked beautifully and the waves silently roll away from the hull leaving us in peace and quiet. Our wind generator makes a whistling sound in strong wind whenever the batteries are low, but it turns itself off automatically as soon as the batteries are full or the wind gets too strong so it is soon quiet again.

PEACE IV – Rigged and ready for sea

Ann and Neville Clement

Our water line is about six inches below the chine indicating that the bare boat weighs about 5 1/2 tons and we have added about 2 or 3 tons, but we have lots of stuff aboard which is getting transported to America and has nothing to do with sailing so we hope to have her lighter next year. We are fully loaded now with food for three months, 132 liters of petrol, and 85 gallons of water. When the masts and sails came aboard, we went down only about half an inch so we are pleased with the load carrying capacity of this boat. Because we intend to make some more changes to the boat as we learn more about her, we also have deep supplies of epoxy, timber, fabric, metal, fasteners, and fiberglass. Most of that won't be needed after the first year so we can hope for better speed as we lighten up in time.

Several days later

You would not believe the buzz of activity going on up on deck. Nev. and young Mike are clearing up the tools and putting things away after five years of boat building because the long awaited first day of sailing is ahead. We plan to lock out of the Floating Harbour here in Bristol around noon tomorrow and take the tide down channel to Swansea where we will hope to be for Nev's mother's approval. Eileen will only be able to look down on the boat from her wheel chair at the dock side, but I did get the fresh deck paint on straight so maybe she will like the boat. Snowy white sails look good all furled on the gaffs and an orderly appearance has appeared out of chaos at long last.

Today they found and installed the compass which we had nearly forgotten. The main sheet traveller and controls were remembered and we had enough supplies at hand and the guys had enough creative energy to figure out a nice arrangement.

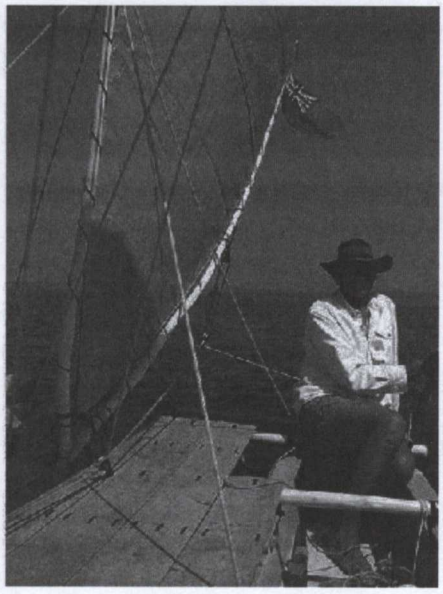
The dinghy we will deflate and leave on the foredeck rather than on the ramp where we fear a large wave could land in it. Some day we may figure out another arrangement, but just now we want to simply go. Food, water, petrol, and clean laundry are in place and harnesses have been found for all. I cannot remember how to sail but maybe this boat will remind me. Nev will take the helm for the first year because I will be reluctant to take that responsibility.

So excitement is in the air and the air is blowing around in a helpful direction at the moment. I hope all will go well. I pray that all will go well. I know that if it does not, we will make the changes as we go along. Having built the boat, we should be able to repair and improve her. We have loads of materials stuffed here and there.

Keith just arrived - he is a real joker and wore his inflation suit in case of ship wreck. It is bright orange and has a serious look about it but his laughter is so infectious it is simply funny. We will continue with our usual practice of wearing harnesses clipped in to safety lines and being careful. With this large a crew, we will have one person on watch and another person sleeping or resting nearby all the way along.

We usually do a constant routine of checking everything all the time. Check for chafe, for breakage, for tangles, for anything wrong. I have loads of medical supplies and we are all healthy and moving into even fresher air and cleaner environment so we should stay healthy. We are certainly happy to be leaving.

I don't think there is any way to tell you how very happy we are about leaving.



Jims Column

I have had an operation on my right hand, my writing hand (even though I am left handed), for incurving fingers which were catching on the standing rigging and hatches of GAIA. Nothing serious, I now found out. It is quite a common operation.

When Dave Peak, the editor, telephoned and asked me if I could write an article for the SEA PEOPLE about what I am now doing in the world of design, my reaction was to say that I now have a Website with a 'hit list' of over half a million a month (Hit List? It reads like a terrorist report) and had 12 major articles in the world's yacht magazines published in the last 9 months and thought that people by now would be getting bored of Wharram, and in any case "my hand writing...". Dave Peak answered: "That is no excuse, I have just come out of hospital too. What I want to know is, how does your design life in recent years connect into your past design life, for most of the SEA PEOPLE readers own, have built, or are building, your past designs." *[**Ed – not exactly my recollection of my request for an article nor my style, way, way too brusque for me ;-)].*

Two and a half years ago, I realized that James Wharram Designs would, for several reasons, have to begin building boats professionally again. One important reason was to set up a building standard that the 'self-builder' could aspire to. (Note, that I reject the word 'amateur', for some of our self builders turn out boats up to a high professional standard.) 'Self built' is a boat built by the owner, for the own use of the builder. It is a special class that is exempt from the new R.C.D. (Recreational Craft Directive), but to be exempt, such a boat cannot legally be sold for 5 years. The RCD has in effect drawn a firm line between Self-built and Professionally-built.

From 1987 until 1992, under the name of 'Wharram Built', we built a number of professional boats in ply/epoxy/glass here in Devoran (the TIKI 28 and TIKI 36 designs, which were only available as professionally built boats) plus a PAHI 42 and a PAHI 63. Through previous experiences in life, we knew not only how to design, but also how to build boats professionally.

The best way to study and to improve one's design abilities is to sail. If you are sailing you cannot effectively be in charge of a boat building yard. So, a designer needs the right, reliable builder to carry out his design dreams based on his sailing experiences (which includes studying first hand other boats, other designers and the actual market demand).

Reliable builders to build to design specifications are not so easy to find, particularly when you add that they must be financially viable and reliable!! Add to that the question whether it is more economical to build in SE Asia, South Africa or Eastern Europe, and you can see our difficulties over the last two years. Still, we are now getting results. 'Seascape' in Phuket, Thailand, is building 26', 30', 38' and 46' TIKIs to our standards. Guenther Nutt, the owner, likes our designs, understands them and sails them, collaboration with him is easy. He is also a first class professional builder with a well trained team. He has now so much work on hand that Andy Smith who worked at 'Wharram Built' with us here in Devoran and is now living in the Philippines is negotiating to open a secondary yard with Guenther Nutt in the Philippines.

At the moment, Guenther is building a new 52ft. PAHI for Nigel Hartford, as well as several Tiki 30s. Nigel was builder No. 3 of the ORO design in 1969 and a founder member of the P.C.A. The first secretary of the P.C.A. in 1969 was Veronica Twist, a student, when all the girls were beautiful and wore long boots and miniskirts. Nigel met her at one of the meetings, married her, had children and an exciting life in aeronautics, but he now wants his 'Dream Boat'.

The PAHI 52 which we saw part built when we visited SE Asia last October, is the distillation of all the PAHI designs sailing over the last 10 years. (I want one myself; in fact I would love to have a collection of all my favourite designs). Another of my new designs I would like to have in 'my fleet' is the ISLANDER 55 to be built at PT PAL (Warship Division, Wooden Patrol Boats Section, James Wharram Design's ISLANDER Class) in Surabaya, Java, Indonesia.

Here we are working within a government dockyard. When visiting the place, we had to wear white hard hats and check through Navy guarded gates. The men building the ISLANDER 55 and other designs in the ISLANDER class are superb traditional craftsmen, so for the first few designs we have to have a personal 'Hands on approach' to adapt these traditional craftsmen to the modern light weight wood/epoxy techniques we use. At the moment the major woods we use are Meranti and Teak trim.

Our sails for the S.E.Asia builders will be made by Rolly Tasker of Australia in his grand modern loft in Phuket, Thailand. We met the legendary Rolly Tasker there and discussed mainly boat paintings including his own (he has painted ALL the America's Cup yachts from when they started). Tasker will be working in liason with Jeckells, using the special knowledge that we with Jeckells have developed for the Wharram Wingsail Rig.

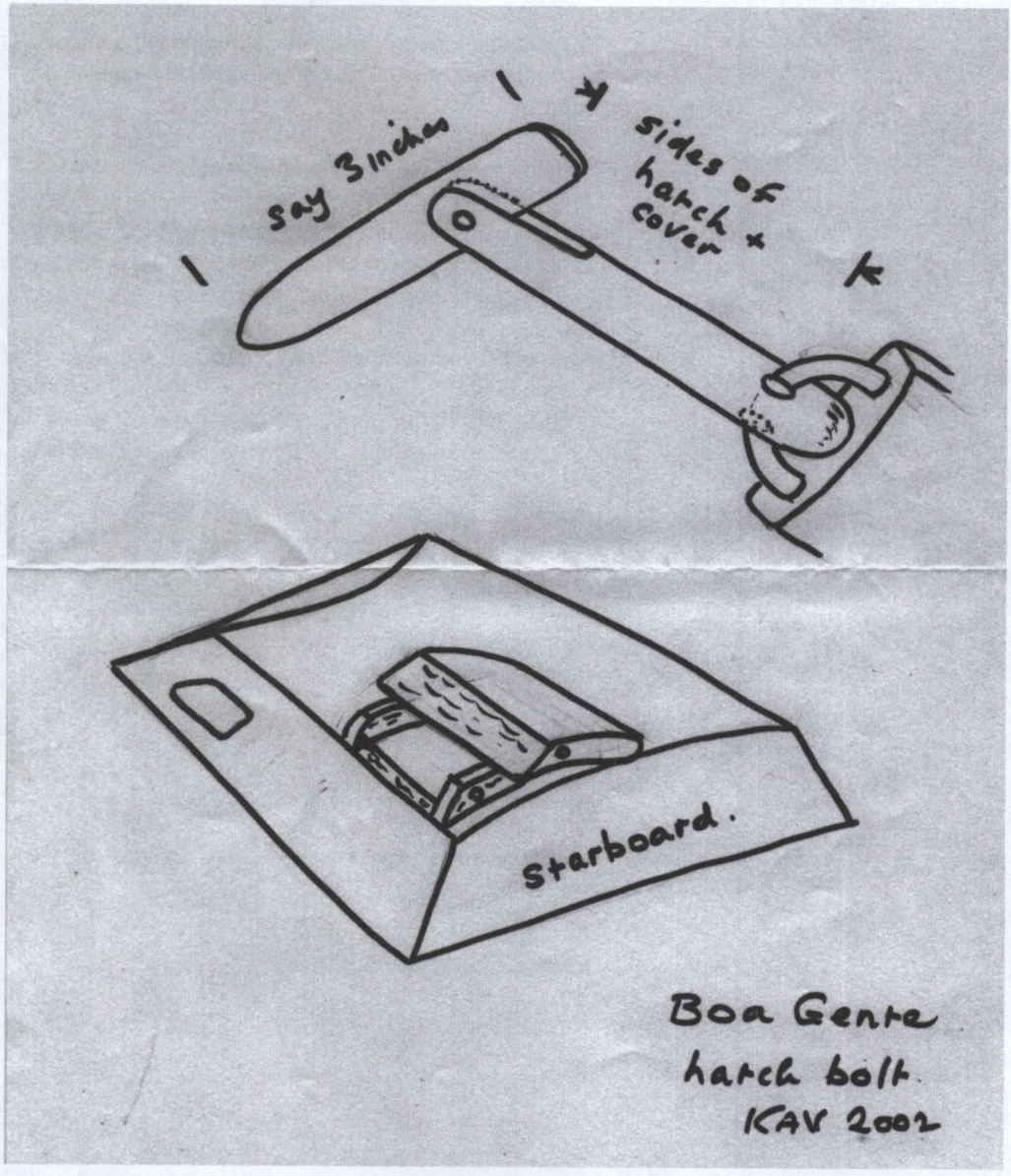
Are you, the reader, bored, for there is more to come. Here, in England, in our Devoran workshop is a plug being built to the standards and under the supervision of Darren Newton

Hints and Tips – Hatch Cover Security

Keith Viewing

A simple but effective lock for hatch covers on a Wharram.

The inward facing hatch covers on a Wharram catamaran are difficult to secure, but a steel bolt and padlock offer a reasonable solution to the problem:



From the sketch, the hatch is closed and a hole is bored through both the hatch-coaming and the hatch cover.

To lock the hatch, the bolt (and the closed padlock) is pushed through both the holes, gently, until the tang flops down.

To unlock, the padlock is removed and the bolt is pushed through until it clears the hatch-cover. Obviously, if pushed through the hatch-coaming also, the bolt will fall onto a shelf beneath - no problem.

The bolts and tangs on Boa Gente, our Tangaroa1, were treated with a commercial solution for blueing sporting guns. These have not rusted after 15 years in the (fresh-water) tropics. The bolt needs to be sufficiently large in diameter to accept the hasp of a strong padlock and strong pivot pin for the tang.

Jims Column

of Multimarine (www.multimarine.co.uk) of a new 8metre (26ft.) Tiki design. All the experience and knowledge gained from the TIKI 26 is incorporated in the TIKI 8metre, but with new hull lines, deck and cabin lay-out specially adapted for GRP building and with more internal space. This design will be out next year, available either as a finished boat or as a kit of GRP mouldings.

The first built boat will be for us - the beginning of the Wharram Fleet!! I want to have an 'afternoon sailboat', with the ability to car trail it to the Baltic for a holiday.

I have however not forgotten how I began sailing as a young 'dreamer', very short of money, 50 years ago.

For the next 'SEA PEOPLE' I will be writing more about one or two of my new 'Ethnic Designs'. These designs are part of a Study Scheme based on Indo/Pacific Ocean design concepts, which use the minimum of material and labour, reaching out towards those who find the standard Wharram TIKI designs still too expensive to build and are looking for 'pure sailing'. The proposed 34-35ft. CHILD OF THE SEA design, being worked on in the office, is another boat I would like to have in my 'Fleet'.

A Happy Christmas and New Year to you all.

Jim

Slatted Decking – A different perspective

Jim Mathieson

Slatted Decks Solution

No one wants to have the cold sea splashing up their trousers or "pants" as we call them in N. America.
But we'd all like to have the safety factor of slatted decks when pooped by large waves .
So I've been thinking and here is a partial solution to the problem,not a 100% solution but this will help especially in the smaller gap areas of the decking.

JWD, calls for pressure treated softwood clear or better fir or pine with no or very small knots (70mm x 20mm in size).I'm going to use cedar (yellow hopefully) as it has a natural preservative in it ,but still needs some kind of protection from the moisture and UV rays.
For this I will use oil like a linseed / terpintine combination or even mix in a bit of pine tar (I haven't experimented with that yet).

The cedar needs to be thicker than the 20mm that JWD specifies for the thickness of fir and pine slats because yellow / Alaska cedar is not as strong as the fir or pine – it's about 20% less strong so add about 25% thickness. In my case I'm going to about 1" (2.5cm) thickness. Western Red Cedar is about 35% less strong than fir and pine. Thicker cedar isn't a problem as it is also lighter so it works out to be about the same weight as fir and pine in the end.

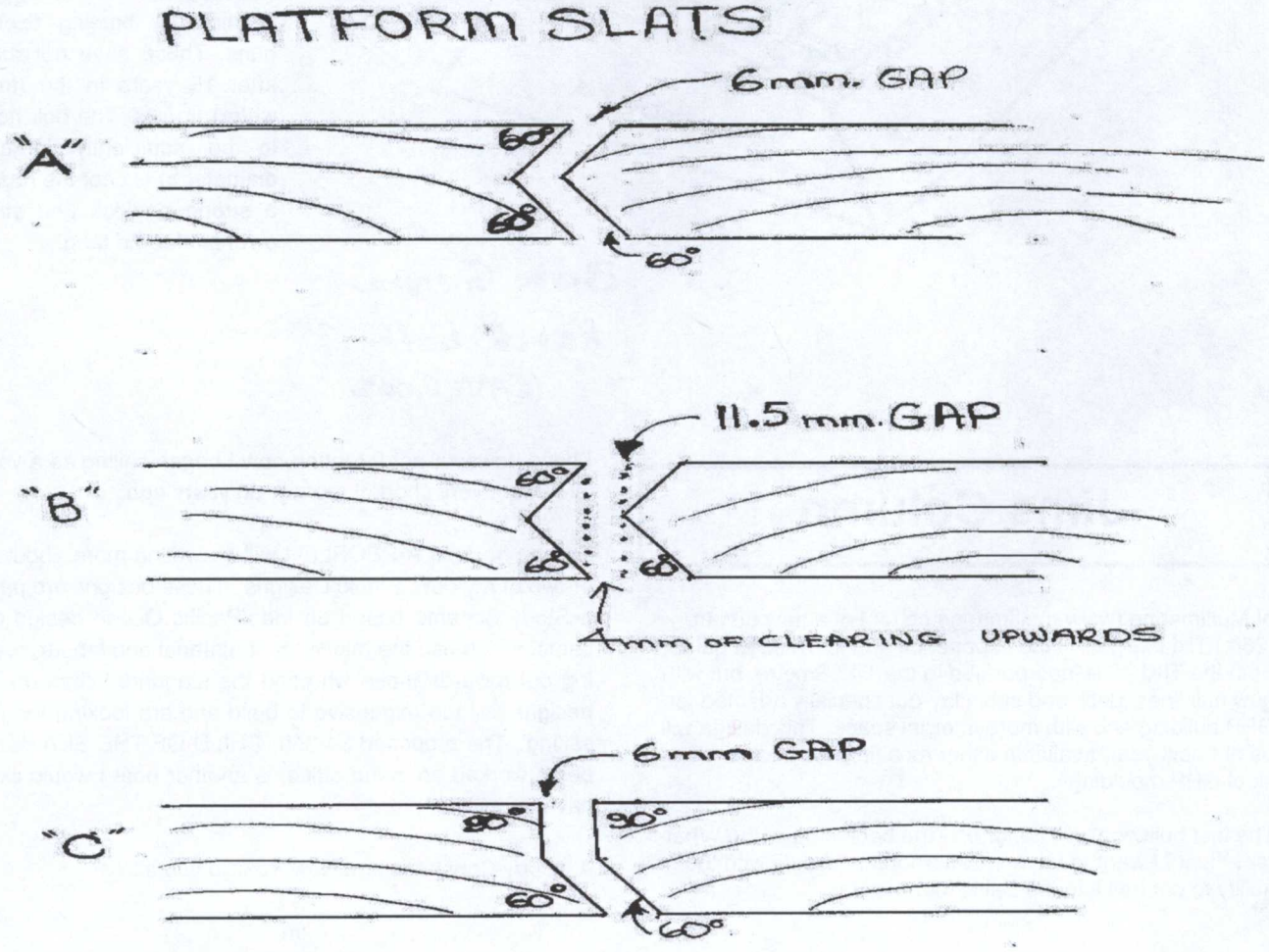
Plus you don't need that dreaded poison on it in the form of pressure treatment. It contains arsenic (cancer causing) and other chemicals that I don't fancy walking on barefooted or getting slivers of the same in a foot for example. Canada is doing away with the arsenic pressure treated lumber for home use for that reason. It'll be replaced with some kind of treatment safer to the public.

Hopefully this will reduce those cold wet trouser days!

Diagram "A" shows Platform Slats with 60 degree cuts in the edgegap. Each cut meets at the centre of the board and is a simple cut if you have the luxury of a table saw to use or a skill saw can do the job. Each board has a "male" and a "female" cut end.

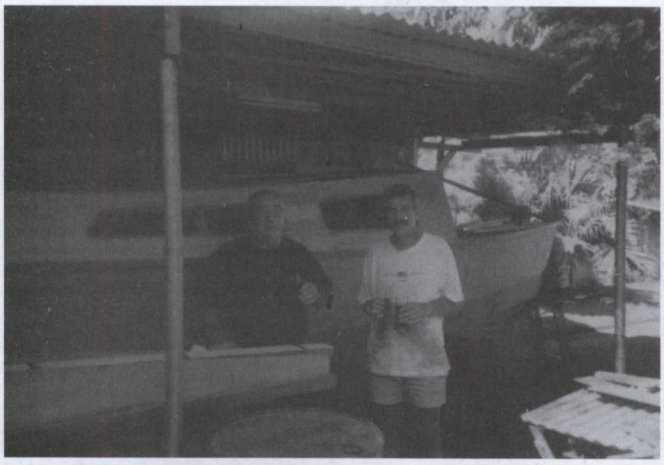
Diagram "B" shows an 11.5 mm gap but there is still a 4mm opening for water to spray straight upwards. I'm building the Tiki 38 and JWD calls for 4mm and 6mm gaps tapering all the way to 11.5 mm at the bow end of the slats.

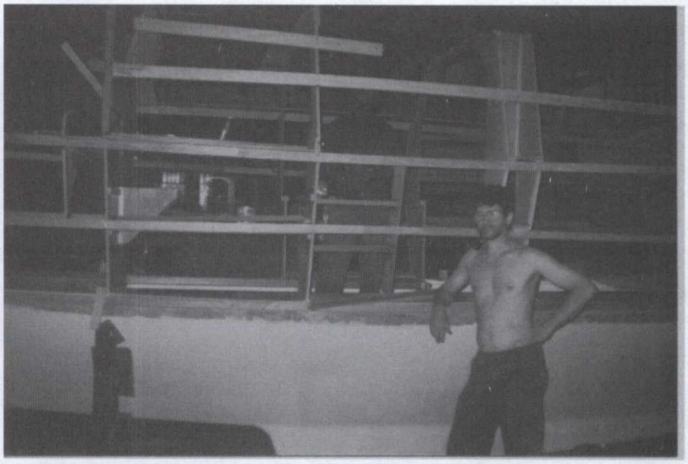
Diagram "C" shows an alternative approach you may use if you are concerned about the strength of your boards, ie the board breaking from above because of the narrow piece of wood left over after the 60 degree cut is made. With the Alaska /yellow cedar I'm not concerned with this as I have gone to 25mm thick boards (1") .



Durban, South Africa - Wharrams A Photo Presentation

Vernon Potgeiter





Vernon (left in top left picture) has sent us some pix of of some of the Wharrams in the Durban area. At present there are 3 in build, including Vernons Tiki 30, plus 3 already sailing. We hope to bring more details in a forthcoming issue. The yacht club looks worth a visit in and of itself.

UK PCA Summer Meet (Poole) Ken Hook

Poole meetings from 1992 onwards have usually been blighted by strong winds and plenty of rain.
An amazing thing happened this year. Some sunshine and winds around force 2 to 3.

Saturday: A few people had arranged to come as crew but other commitments got in the way. Chris Wilson and his friend, Phil, were definites so Anita and I sailed Kentiki (Tiki21) from her mooring at Salterns to meet them at Baiter by the public slipway at 10:00.

We got them aboard and sailed off towards the upper harbour. Passing Baiter Point we had a close look at a new Wharram on the harbour, "Harmony" a Pahi26, on its mooring. As we were neared the ferry terminal we had to put the engine on and shift a bit. A bloody big Condor Ferries Catamaran had done a lot more than the limit speed of ten knots up the harbour.

After the ferry terminal we sailed around the top triangle area and then headed for just north of Pottery Pier on the western end of Brownsea Island.

John Hornby and Annie had to do some remedial work on their Tangaroa "South Seas". They had some isolated pieces of rot to remove and replace so they had beached to do the work rather than go into a boatyard. We had agreed to treat them as the base ship for the meeting. Paul Barnett and Anne on "Madgic" (Tiki26) were already anchored close to "South Seas" so we dropped anchor and tied up alongside them. We had not been there for long when we saw "Harmony" approaching. With a lot of waving we persuaded them to join in a raft-up and they did so on the second try after setting their own anchor. There were introductions all

round as we greeted Tony Lovelace and his crew, Diedre and Liz, from "Harmony". Tony explained that he had meant to get in touch and join the PCA and now was a better time than any so he paid up there and then and I was able to give him his first magazine. We then got the kettle on and the biscuits out and spent some time looking over each other's boats.

Tony and crew on "Harmony" had to leave so the raft-up dispersed with "Kentiki" and "Madgic" sailing up the harbour. We sailed up to the Rockley and Wareham channel areas passing the Marines Base on the way and could see Jeremy Slack's Tiki26, "Lookfar", looking ready for her big day tomorrow.

Later in the afternoon we returned to anchor close by "SouthSeas" and all went ashore for a picnic. We were joined in this by Toni and Peter Nice who arrived on "Tigger", their Shuttleworth 43. They are still fitting her out from a bare hull and their workmanship is right at the top of the best Wharram standards.

UK PCA Summer Meet (Poole) Ken Hook

I put Anita, Chris & Phil ashore at Baiter and Chris kindly dropped Anita off at home. I then went to spend the night on "Ben-Tiki" on her mooring at Middle Sands. Checked her over and cleaned lots of guano off before getting some sleep. "Madgic", "Tigger" and "South Seas" stayed where they were for the night.

Sunday: Back on to "Kentiki" and sailed back to anchor with the group for breakfast and morning coffee. Spent a bit of time on the phone checking progress with Jeremy Slack and with other visiting crew. Jeremy decided to launch "Lookfar" on the rising tide, mid-afternoon so I arranged for the visitors, Noel de Speville, and Robert Hill, to meet me at the Lake Pier car park, next door to the Marines Base. I sailed "Kentiki" over and after a check on the readiness of "Lookfar" and the tide times Noel, Robert and I went for a sail on "Kentiki". Noel has a Hinemoa on a mooring near by but did not have time that day to sail her.

A few weeks later , "Madgic" and "Lookfar" had a mini-meet when they entertained Vernon Potgieter, his son in law, Mark, and myself for the day, again benefitting from good winds, force 3 to 4. Vernon was on a short visit to the UK. He is building a Tiki30 in grp, see photos in this mag (page 11).

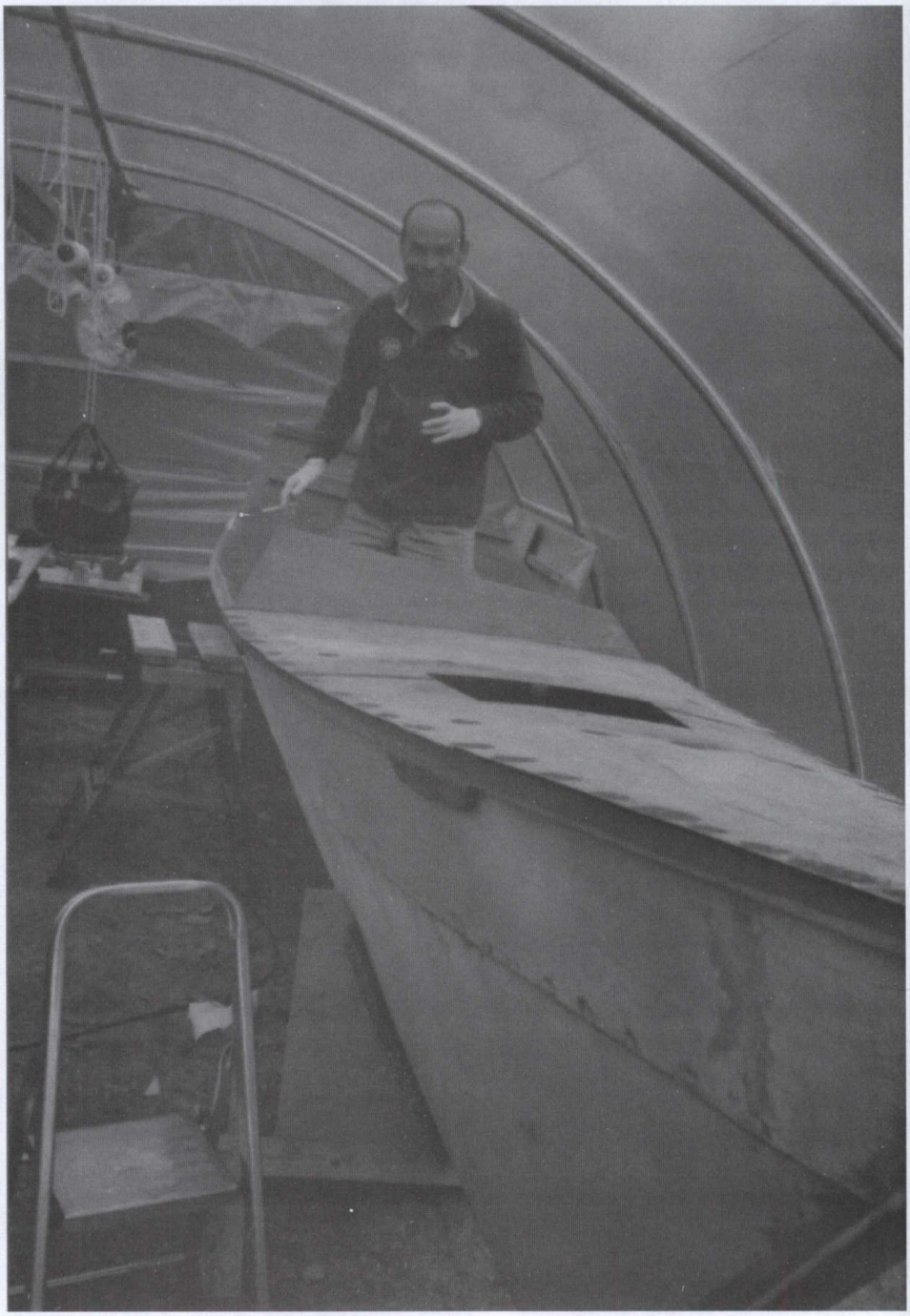
Just to get back to normal, we had hoped to have a last weekend of the season meeting at the end of October. There were force ten winds on the harbour and a large drifting boat was taken in tow by the lifeboat just before it was going to hit Ben-Tiki on her mooring.

After putting "Kentiki" through her paces we returned to help Jeremy with the launch. "Lookfar" was rolled closer to the water's edge on the bogeys and was also tied to some nearby piles. As the launch time approached Linda and Freya (wife and daughter) arrived to share in a pre-launch toast and get ready for the maiden trip. The launch was very smooth, the tide came in and "Lookfar" was gently pushed down the slip to begin her life afloat. Jeremy stripped down to remove the bogeys and then very quickly got Linda and Freya aboard and prepared to motor out and then set the sails.

Noel, who was mightily impressed with "Lookfar" and may trade up to a Tiki26 from his Hinemoa had to leave at this time. Along with delivering Noel back to his car, Robert and I had to rush to get back aboard "Kentiki" and chase after "Lookfar" to continue taking photographs. As it was getting dark, Jeremy headed for base, I delivered Robert back to his

Building & Launching "Lookfar"

Jerry Slack



"Lookfar" was launched on 24 August 2002. The build took three and a half years, and would have taken longer if Ken Hook had not come in, for the last year, with some much-needed assistance. Up until that time I had been determined to complete the project single handedly to prove to myself something….. (I am not sure what now).

I thought that I had a reasonable idea of the scale of the project as my father had made a 34ft monohull from a bare moulding when I was 11. This was wintered in an inland boat yard on the River Weaver at a town called Northwich. As this is close to many of the northern conurbations of Manchester, Liverpool and the like, there was a real cross section of the boating fraternity to be found there. There were men who were building or renovating works of art, which I never remember being launched. Others misjudged the time and money required to complete their projects leaving a number of rotting or rusting hulks behind. A very few practical builders but inexperienced yachtsmen completed their dream only to wreck them once putting to sea. Armed with these memories from my teens I was determined that once started my project would be completed and finished to the highest standard of seaworthiness I could.

I started in Plymouth knowing that I would be moving to Poole a year later. In that first year the bulkheads, stem and stern posts, rudders, cross beams, lashing pads were completed and the hullside plywood marked out ready for cutting. Work was slow as I was learning the basic skills as I went along.

On arrival in Poole a 30 x 18ft polytunnel was erected in the garden - large enough to build both hulls together and fit the crossbeams. One of my earliest decisions was that if the boat could not be built immediately outside the back door then I would not do it.

I will not bore you with a step by step build schedule, suffice to say that each winter I moved into the heated garage to build the well-deck, seats, rudder arms and the like. Also, using templates from the hull, I prefabricated the bunks ready for fitting once the weather turned warmer.

My initial estimate from start to completion was something over two years. Everything conspired to delay this. Work commitments kept me busy for months at a time. Family demands cannot be ignored or I would have had a boat and no crew; especially since I have a daughter who was only one year old when the plans arrived.

At the 2.5 year mark I started to become worried. My next job move was looming and I did not want to relocate what by then was a significantly large beast. Ken's help really came to the fore at this time and we pushed on. A couple of other external delays almost made me decide to slow down and miss another season but a firm offer of a job in Australia for two years made this relatively unpalatable. In the event "Lookfar" was finished with half a

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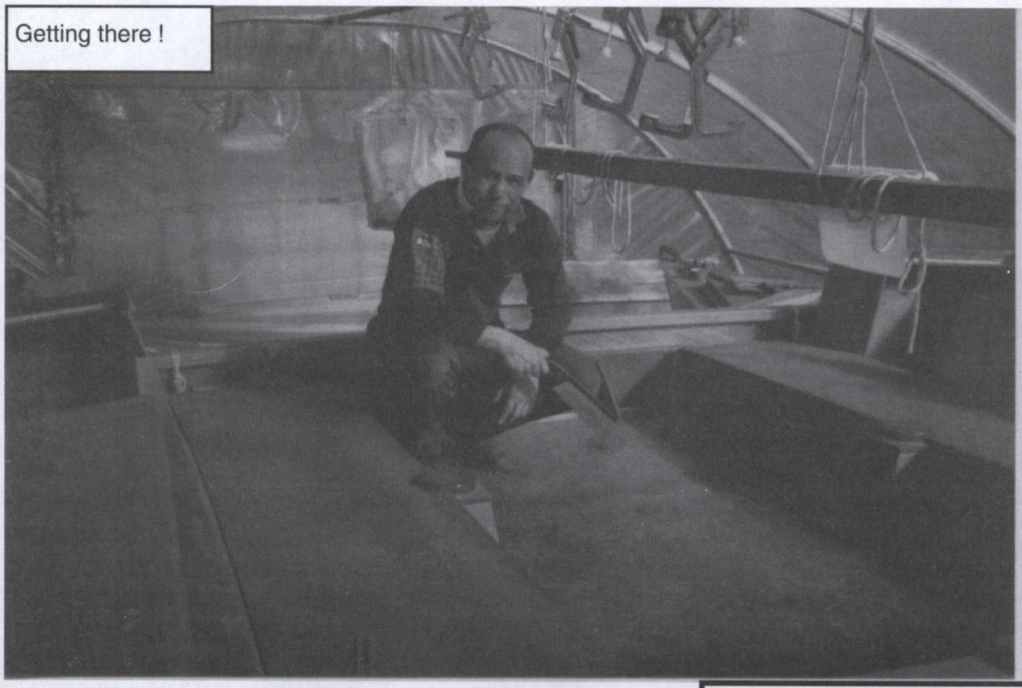


Getting there !

What do I think of the design? I never doubted that this was the ideal boat for me. The easily collapsible design is ideal for storage or portability. It is large enough to venture far afield. It is inherently stable and has significant deck space for young children. It can be launched and recovered without relying on expensive boatyards. I built it so I can fix it. My methodology was do it once do it right and spend the money during the build not in maintenance. Future financial expenditure was a major factor in choosing the design in the first place.

Psychologically the launch for me was a significant date in the calendar but not and end in itself. What was on my mind was gaining confidence and familiarity with the craft and learning its foibles and limits. Up until a few monhs previously it was simply known as "the boat", but after a month of sailing around Poole and the Solent plus a hairy sea passage through rough seas it has become worthy of a name.

I pulled "Lookfar" out of the water a few weeks ago just before a forecast Force 10. I am now in the process of de-rigging her ready for three years in storage whilst I buy a camper van and tour Australia as an alternative leisure activity. She will still be there when we return to venture much further afield.

ED – I think Jeremy should be commended on
a) Planning, too often we're in such a rush to our goal we cut corners here and there. Jeremy has planned this so well from large polytunnel (for access around hulls) to his time for building and contingency plans.
b) using the PCA for contacts in helping him stay on schedule (well done Ken!)

On this second point, if members are building boats and require assistence or you want to help out for a bit, please contact the PCA office we'll try & put like minded people together, maybe even on-line ??

Cruising Tahiarii to Alaska

Chuck Hinman

Some background:- "Tahiarii" is an Oro with Chinese junk sails and pilot house powered by a 16hp Yanmar diesel with a 15 foot long drive shaft lowered into the water on block and tackle and she is thirty years old. I spent the last three summers refurbishing her, which included repairing all the rot under the bulwarks and various other places, painting everything, building new sails, installing all new systems, and hundreds of other little details.

"Tahiarii" went up the Inside Passage, which is a route one thousand nautical miles inside the islands that stretch up the Pacific coast from Puget Sound near Seattle, Washington through British Columbia, Canada to Alaska. The thousands of islands are divided by deep fjords carved by glaciers of previous ice ages. The whales I mention are humpback whales that come to feed in the southeast Alaska Panhandle every summer.

"Tahiarii" left Vashon Island near Seattle on June 6th to travel up the Inside Passage and arrived in Juneau, Alaska on June 29th for a passage of 23 days covering 995 nautical miles requiring 202 hours of motoring and allowing 20 hours of sailing for a total of just 116 nautical miles covered under sail.

I motored out of Quartermaster Harbor, Vashon Island at 6:00 in the morning and arrived in Everett, Washington 12 and a half hours later. It was a clear day but a northwest wind kicked up some chop in the afternoon. I was unfamiliar with the approach to the Everett riverfront docks and put the boat broadside to breaking waves over a shoal as I turned around one of the buoys.

This was the most violent water of the whole trip and the contents of the galley shelves went crashing to the floor as "Tahiarii" twisted in vicious snap rolls but nothing broke. I immediately installed fiddle rails to keep pots and plates and such in their places. Got to stay for free at the Jetty Island dock. Walked over the island to the beach and watched a kite boarder fly around in the strong wind.

It rained in the night but was clearing in the morning. There were threats of thunderstorms all day on the way to Anacortes, Washington. Had to buck strong headwinds all day and resorted to motor-sailing and tacking up wind. It doesn't take much to stop "Tahiarii" in her tracks and she couldn't face the
wind head on so we zig zagged up the east side of Whidbey Island until we could turn the corner near the top of the island and sail broad side up to the approach to La Conner, Washington. I was planning to stop there but the current was too strong and the canal is too narrow for "Tahiarii" to maneuver in. Maybe next time.

Anchored outside the marina in Sydney, BC to check into Canada. There were very strong currents in Rosario Strait that made my course curve way to the south but it was a beautiful day. "Tahiarii" couldn't make the turn inside the marina to the dock so I rowed the dinghy into the dock. "Tahiarii" is ponderous and turns like a battleship. After a walk through town I motored over to a little bay and re-anchored for the night.

Continuing up through the Canadian Gulf Islands I stopped at the pretty, artsy little town of Ganges Bay, Salt Spring Island and changed the oil. Left at noon and fought a south wind out of the bay. Raised sail after turning the corner into Trincomalee Channel and sailed up to Dodd Narrows. Even flew the spinnaker for the first time for an hour. Almost didn't make it past Dodd Narrows as it was an hour and a half past slack water and was flowing through

Cruising Tahiarii to Alaska (contd)

the 100 yard gap at five knots against me. "Tahiarii" was stopped dead until I punched the throttle up to emergency over drive. I drove right past Nanaimo out into the Strait of Georgia. Motored over night half way of the Strait to anchor in the morning at Hornby Island. Slept for five hours and drove up to Campbell River. Almost came to grief as I tried to anchor at sunset on a bar but the strong current swept "Tahiarii" over the shallows.I threw the leadline to find the water depth (the depth finder was not installed yet) and it went clunk in 4 feet of water and "Tahiarii" draws 3 ft ! I looked over the side and could clearly see the flat rocks racing barely a foot below my keels. I motored over to the marina in the dusk and paid an exorbitant price to tie up next to the pub. Needed that drink! Jack from "Sea Dog" helped take my lines.

I left Campbell River at 4.10 in the morning to get through the Seymour Narrows at high slack water, but a headwind against the ebb tide produced a two to three foot chop that slowed progress to a crawl, so I pulled into a little bay to anchor and sleep for 3 hours. When I got up, the wind had died and the water was going my way in a beautiful day. Saw "Sea Dog" as I pulled out into Discovery Passage. We had a few words and sailed in proximity all day as our boats are about the same speed under power. The tide changed and the current was against us as we turned the corner into Johnstone Strait. Had to play the eddies near the shore and punch the throttle through the tide races. We anchored in Knox Bay off the Strait and Jack caught a little ling cod for dinner on his boat. The dinner, conversation and beer were all good. His springer spaniel, Gator, ate the leftovers.

Jack was sailing with his dog around Vancouver Island for a month in his 24 foot sloop. He is a teacher from Colorado in his mid-fifties and looks younger than I do but has already had a stroke from a congenital heart defect. He told me about teaching, living in Colorado, his loves and losses. This is the kind of thing I love about cruising, seeing the world and meeting interesting people.

We upped anchors and continued for a few more hours before anchoring for the night in separate bays. Jack elected to sail to the next island but I didn't have the range so I tucked into a snug little cove an hour before sunset. I washed the dishes and the pits. Phew!

Up early on a fine morning, I was able to raise the mainsail and turn off the engine in a building southeast breeze. With a tailwind and a favorable current on completely flat water the speed on the GPS read 8 knots at times. It was glorious. The wind died and the current turned against us just before Alert Bay, BC We pulled in and anchored at Alert Bay to wait for a change of tide. I made dinner for Jack with faux Thai soup (lime juice, chili powder, garlic, peanuts, veggies) and cornbread with real butter and honey. We pulled anchor and motored out but were still only crawling along so we tucked into Port McNeil, Vancouver Island and anchored across the bay from town. Some campers were walking on the beach and we watched a couple of black bears come out of the woods to feed on the beach in the same place half an hour later.

We left ridiculously early before the sun was up to catch the tide and motored into Port Hardy 5 hours later. I bought fuel, walked into town for groceries, mailed a couple of postcards and pulled anchor bound for Charlotte Sound in the evening. I had to turn around and re-anchored in Port Hardy after being punched in the nose by 22 knots of wind. "Sea Dog" fought her way into a little bay up the way, in preparation for sailing around Cape Scott and to the west side of Vancouver Island. I said goodbye to Jack on the radio and got his e-mail address.

The next day, "Tahiarii" motored out into Queen Charlotte Sound al day and all night. The sea was undulating gray Mylar. There was no wind and the morning drizzle gave way to blue skies but clouds across the north half of the sky in the evening heralded the approach of a new low pressure system. I shut down the engine at 10:00 for the night after 71 nautical miles and drifted while I slept for 5 hours. I started up again at 5:20 after doing the dishes and motored 77 miles up Milbanke Sound to come to anchor in Mary Cove opposite the native village of Klemtu, BC. That was the longest day of the trip north. It was gray and drizzly all day.

Sailing is work. I am always hauling things up and down and in and out. Motoring is easy. I just lean back, prop a foot in the steering wheel spokes to steer with, and read a book. I read eight books on the way to Juneau.

Cruising Tahiarii to Alaska (contd)

At Mary Cove the "Cahoma", a green ferrocement hulled gaff cutter with more deck clutter even than "Tahiarii", was anchored. "Cahoma" had five bikes strapped to the rails, numerous blocks of firewood on deck, a tarp draped over the bow to make a shelter for their big dog, a cat box for the three cats aboard, and numerous buoys tied to the lifelines. "Cahoma" passed me the next day in the gray murk and drizzle on the way up the channel to Bishop Bay.
There are numerous cascades off the nearly vertical granite cliffs lining the passages of this region and great swathes of the forest have slid off the shear rock faces into the water. The newly exposed rock is white and looks like ski runs. The weather cleared by evening and "Cahoma" was already anchored next to the hot springs when I dropped the hook just after 8:00.

I immediately rowed to shore to take a bath and met Mony, her 13 year old daughter, Joy, and Sam off the "Cahoma". The spring in Bishop Bay is great. It has a bathhouse with and indoor and outdoor pool and a foot bath. Lines with fishing net floats hang from the rafters. I used the lines for guidance when entering the indoor pool and for swinging through the water. The house is covered in graffiti from passing crews, mostly fishing boats. The water has no sulfur smell like lots of other hot springs. After a long trip in the rain it is very pleasant. I went back in the morning for another bath and the boat swung into the shore and grounded on the falling tide. Oh, gee! I had to stay another day.

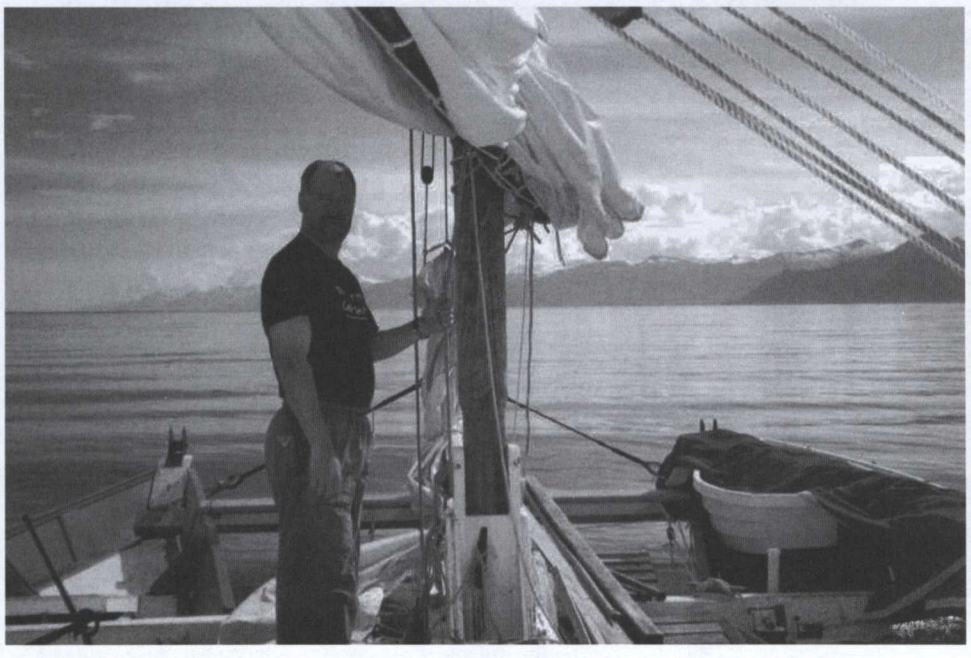
I spent the warm, sunny day working on boat projects and went back for an evening bath. By this time my calluses were coming off. I took popcorn over to "Cahoma" and had dinner of salmon and potato salad with them. I got to talk with Bob, the skipper and Mony's husband. Bob is a French Canadian with a fluffy head of pure white hair. He spent 23 years working in the US and has nothing good to say about the Canadian government, too socialist. He told stories about building houses and boats, commercial fishing, logging, and how he and Mony met. She was 19-year-old student from Switzerland and he was 48 when she started talking to him on the dock about the boat he was refurbishing. He said he was going to sail it around the world and she was enchanted. Mony started sailing with him and they have been married now for 15 years. They drove a VW van to Mexico but still haven't crossed an ocean. Mony makes money by selling delicious bread she makes in their wood fired stove. Bob cuts and sells wood like wild cherry, yew, red and yellow cedar, and camphor cedar. Sam is a handsome, young black guy from Switzerland that they first met at the dock in Victoria and was crewing on "Cahoma" as far as Prince Rupert.

Upped anchor at 6:19 AM and motored through the cloudy morning. Had a Dall porpoise escort for a while. Those little black and white torpedoes always lifts my spirits. Anchored in Lowe Inlet with its big waterfall in the afternoon. Took a nap until evening and "Cahoma" pulled in around 8:30.

We went to see the falls close up and then I cooked faux Thai soup and cornbread for dinner. I took cornbread over to "Cahoma" to share and we talked until after midnight. Boat people can talk your tongue off.

Didn't get out until 8:40 on a clear, calm, beautiful morning. By 10:00 the wind was blowing 20 knots on the nose and 25 knots in the afternoon and I had to power tack up the channel. I had all sails flying and the engine going full bore but between the adverse wind and current and the 4-foot waves "Tahiarii" could only make about a 1/4 mile on each zig zag. It was pathetic. It took 4 hours to get the last 7 miles into Baker Inlet. Baker Inlet has an opening 100 feet wide and part of that is taken up by the kelp beds so it's rather a tight fit. I anchored in a completely calm cul de sac at the end of the fjord like a nipple on a baby bottle.

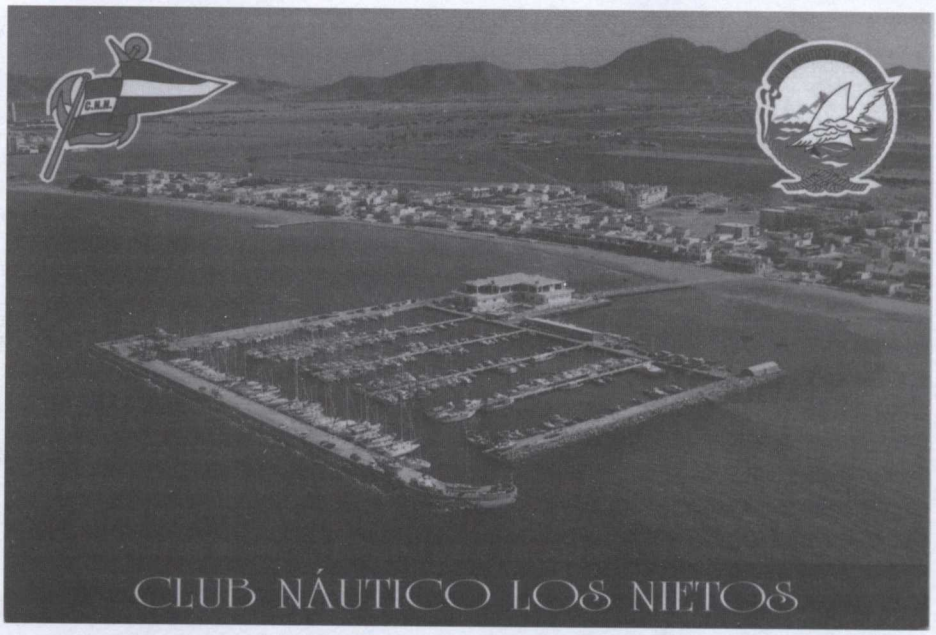
In the morning I crept through dense fog by following the shoreline that I could see 50 feet away to the inlet entrance but had to veer off due to the big whirlpool set up by the incoming current. Twenty minutes later a log tug with a float house in tow came roaring through the entrance. If we had met in the middle of the entrance it could have been embarrassing. I drifted and ate breakfast listening to my tapes of the Bangles and the Go Go's while the sun burnt off the fog and I waited for the current to slacken.



I tried escaping again two hours before slack water and "Tahiarii" was a third of the way up the entrance when a tree, branches, roots, and all, came down the full width of the entrance! I backed straight out in a hurry. Straight is the only way "Tahiarii" will back up. Well, third time was the charm and I made it out with two knots to spare and motored to Port Edward public dock just a few miles south of Prince Rupert by 5:00.

**** Chucks Alaskan cruise continues in the next issue**

Spanish PCA Meet (Mar Menor) Mike & Jenny Wynn



This meet was set to take place for 4 days starting on 12th October.
In fact, the first member, your secretary, Ken, arrived at crack of dawn on the 9th and the meet finally drew to a reluctant close at the end of the month. The problem was that nobody apart from us and Ken could make the set dates so we had a stream of mini-meets.

The Mar Menor (Little Sea) is an almost land-locked piece of water that has, even for Spain, a very mild climate; never too hot, rarely too windy, so sailing is possible all the year round. There are four Wharrams in our marina but we were expecting most activity from our "Jubilate" and Alan & Shirley Spurrit's "Dream Time", both Tiki26s. In the event Alan couldn't make the begining of the meet but generously allowed us to use their boat so Ken had a boat to himself for most of a week. However, when he arrived it was blowing a hooligan so we were in no hurry to start. This meant that our first event was held in a bar, by candle-light because of a power-cut, with Robert and Verina, new owners of "Aorai", a Tangaroa mk1 who unfortunately had to return to Germany the next day. By Saturday12th the weather had settled down enough for us to do some sailing so the Tikis went out, found some shelter under the lee of Baron Island and had a rather small raft-up.

The fourth Wharram on the Mar is a Pahi31, "Andiamo", which was sailed by Norman and Dorothy Carrivick for many years and many miles before creaky bones forced a sale. Norman and Dorothy were due to come sailing on 12th but illness prevented it.

However we were very pleased to have Chris and Pat O'Niell who sailed "Dream Time" out to Spain (and wrote it up in Seapeople Mag 26) many years ago. They took over their old boat for the day and tried to remember where all the strings were. They brought two friends with them for the day so people-wise, this was our biggest day. We spent a few more days sailing until it was time for Ken to go home.

We then had a lucky break as there was just enough time before Alan & Shirley arrived to help Ernie, a Dane who spent a long time in Millbrook, to take "Viking 2", a Woods Banshee(35ft), down to Morrocco for the winter. We did it as a straight trip with F4 to F5 on our tail and did 300 miles in 60 hours. I suspect "Jubilate" would have been faster but "Viking 2" was definitely more comfortable. Back on ferry and train via Madrid for the second part of the meeting. Alan & Shirley had not been out to sea nor had they spent a night at anchor. We did both by taking a trip up to Torreviecca and anchoring in the outer harbour for the night, almost the only harbour left in Eastern Spain where you can still do this. We had perfect weather; a quiet reach up and a sluicy broad reach on the way back. Back at Los Nietos we had a visit from Jay Salyer from Malaga. He had sailed up in a friend's small trimaran but he fell in love with the Tiki shape and I think he may be joining us soon.
And that about wrapped it up. It turned out to be a better meet than I had expected and lots of people had a good time. The weather did us proud with a few days heavy at the start and at the end but ideal afternoon breezes for the main meet. Certainly it is worth trying again to see if we can get some outside boats to trail or even sail in.
So see you all again soon.

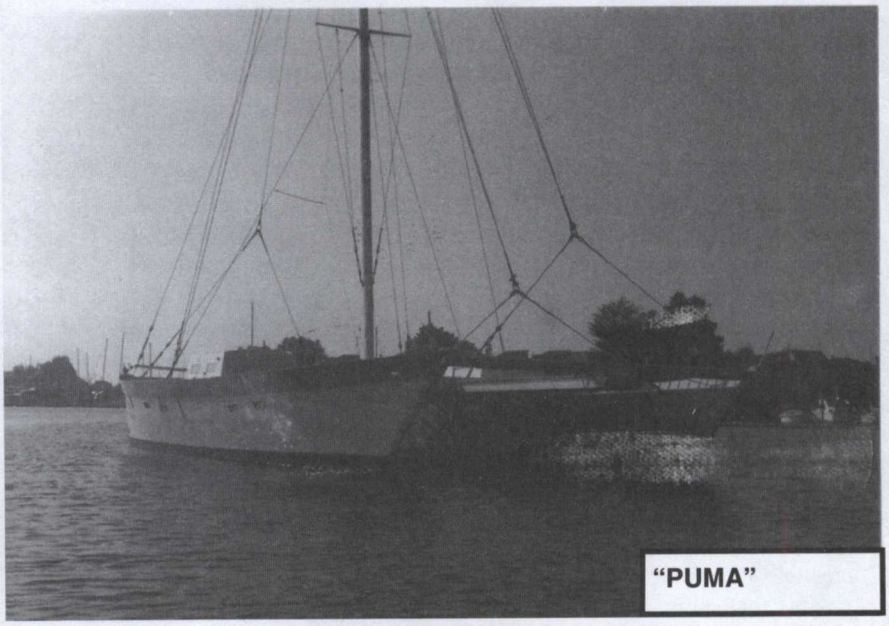
Mike & Jenny Wynn

Laugh but Learn Steve Tellardin

The boat was my classic Ariki "PUMA" which I had been building since 1976. The crew is my son, then 15 years old and the year is 1993.

The trip was planned to be a four or five day affair as I had a week off, and my son Michael was on summer break. The itinerary was to leave from our mooring in the city of Alameda and cruise the Petaluma River in Marin county.

We would be traversing the greater part of central and northern San Francisco Bay, and San Pablo Bay which is where the Petaluma River is accessed. The boat was provisioned and everything was made ready for the trip.



"PUMA"

Before we leave, some explanation is necessary. "PUMA" was not completed and lots of systems were still in a stage of construction. The interior was only roughed in plywood and timber. Only several small sections were painted. The engine, a 1980 15hp Evenrude outboard motor ran, but only when I sacrificed some living thing. The mast was up. Yep, my brand new fiberglass mast and all that hand spliced rigging. I had two new sails I built from a kit, a 175 sq ft yankee which lived on the forestay, and a 200 sq ft staysail which lived on the inner forestay. No mainsail yet. Mostly because I hadn't build the boom, and the mainsail was still in three very big pieces. Well, I challenge anybody to build a 360 sq ft mainsail out of 9oz cloth with three reef points and five full battens in the living room of their home! It's a wonder I'm still married.

Anyway, I have sailed with this reduced rig several times and found that the boat would go along fine once it was pointed in the right direction. Tacking without a mainsail was not to be attempted without several sacrifices, and then it usually would not go about. The lack of a mainsail was half of the problem, the other was that the boat itself was very light and without sufficient stores would not have the displacement to muscle through waves bigger than a ripple.

But this minor problem was not to deter two very salty sailors from a week of sailing bliss.

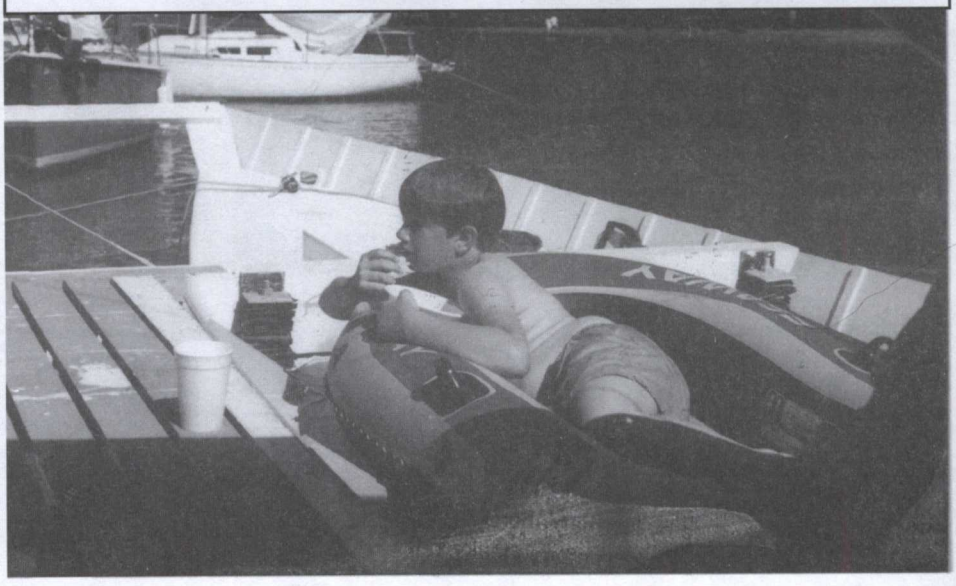
We left on a Saturday morning under power. When we cleared the breakwater of Ballena Bay, the south bay was flat; not even a ripple. So we motored about four miles until we were close to the San Francisco-Oakland Bay Bridge.

Wind at last! Off with the roar of the outboard, and up with the staysail, then the yankee. The wind was about 10kts and PUMA was doing four kts on a starboard beat. We crossed under the Bay Bridge and tacked onto Port to cross the "slot", the area so named as the Pacific Ocean winds come screaming through in the summer up to 25kts.

"Nothing to worry about" I told Michael as we entered the slot and the wind picked up to 20kts. The boat speed was now 8kts. I took this opportunity to scan to windward and I noticed the wind had kicked up some fierce whitecaps due to a 3kt ebb against the wind. Now things were getting wild.

My fiberglass mast had never been in this much wind before, and I noticed a most disturbing un-authorized movement occurring where the running backstays and inner forestay came together. At this intersection of mast and stays, the

Mike, a few years before the "hell trip", lounging in the sun on "PUMA"s decking.



Laugh but Learn Steve Tellardin

mast was pumping athwartships about six inches each side of center, keeping in time to the motion of the boat going through the waves. I recall about five seconds for each "pump". Michael asked me if the mast was going to fall down. I should have told him the truth which was that "I don't know". Instead I said "No, everything's fine, its supposed to do that". Its hard to keep your fingers crossed when you're gripping the tiller so hard. As we progressed further into the "slot" the wind increased to 25kts with some gusts higher. I told Michael he would have to steer while I took down the yankee. As the yankee was only 7oz cloth, it was not intended for that amount of wind, and I reasoned that it might reduce or stop the pumping of the mast.

Michael took over the helm, and I ventured out on the "widow maker", a 12 inch plank that went from the center of the first connecting beam to the center of the forward netting beam. One had to go out there and pull down the sail. As the sail had a 2 foot leader on the tack to raise it to its' proper height above the bridle, I had to stand on a plastic milk crate to reach the sail. Even then, the bridle came to about my nose, and I'm 6'3" (1.9m)!! The crate was secured to the boat with a line to prevent loosing it.

Now it's hard describing my journey out to the forestay bridle. I tried crawling, walking slowly, running: but nothing would work as this part of the boat was moving around too much. So I tied a line around my chest with two lengths of equal line. I tied one to the inner forestay, then ran in a peaceful moment to the forestay and tied the other line.

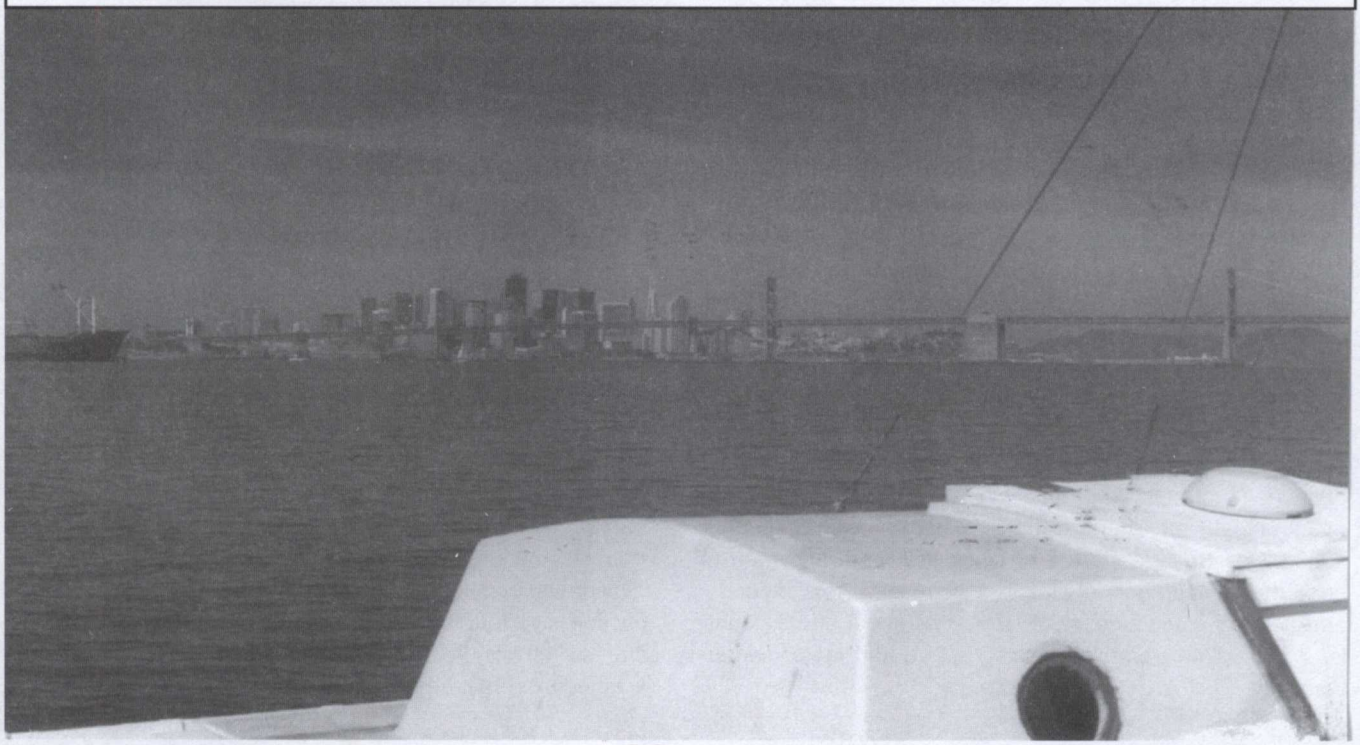
Standing on this widow-maker was quite a feat. The boat was now doing twelve knots and the bows were plunging up to the bulwarks one instant and were clear of the water in the next. Spray was flying all over the boat soaking Michael sitting 30 feet behind me. The mast was really shaking and I thought it might retire at any instant. I stood on the milkcrate and with one arm completely around the bridle/forestay intersection, I tried to pull the sail down. Michael released the rope clutch for the halyard in the cockpit but I could not pull it down. There was so much wind in the sail, it was extremely hard to pull it down with one hand (I would not let go of my deathgrip with my other hand). There I was, holding on for dear life, the boat out of control, my son scared and I'm terrified. I decided to just hang on. About 20 minutes later, we entered the lee of Angel Island with the yankee still only half down. You should have seen me, crawling on all fours back to the middle of the boat. I didn't have the energy to stand up. I remember Michael laughing at me. I didn't mind, I was just glad we were alright..

Two hours later, in a dying breeze, we anchored off China Beach. After a couple of adult beverages, I felt refreshed enough to fix dinner. That night we both slept like the dead.

Next morning we slept late as we were still tired from yesterdays ordeal. Since we only had 8 miles to go, we decided to wait for the flood tide and have a lazy (we hoped) sail to our destination – the Petaluma River.

The rest of the day was a nice down wind sail. The channel is narrow and winds a bit, so on went the motor, down with the sails .

A quieter day on the bay, Puma glides past the San Francisco skyline.



Laugh but Learn Steve Tellardin

Following the channel was easy and there was very little traffic to contend with. Just as we entered the river, the motor coughed and stopped. Luckily, the wind was from astern and under the 200 square foot staysail, we proceeded at 4 knots to the anchorage. We anchored at a wide spot in the river, just to the north of the railroad bridge. The railroad bridge is of the horizontally pivoting type, that stays open for yachts except for when a train is near. So for yachts, there is a 30 yard clearance on each side.

The next day was spent by me trying to fix the engine. Michael rowed around in the dinghy and went exploring. After 6 hours of trying everything I knew, I gave up and resigned myself to the fact that I would have to sail out of the river to get home. I immediately rationed myself an adult beverage to calm my nerves. To leave under sail in a catamaran that only had two headsails and to maneuver through that narrow gauntlet of the railroad bridge, made me wish for a small dinghy with a daggerboard. The rest of the night I spent planning the exit from the river (with the help of several more adult beverages).

The area, known for no winds in the morning hours followed by afternoon breezes. Luck was with me as I discovered the morning ebb tide would add favorable current to that of the river and help us past the railroad bridge. Once past the bridge, the channel was free enough to escape to the vast San Pablo Bay.

Limited to the two working headsails hoisted, we pulled up the anchor and headed towards the dreaded bridge. The breeze was light, about 10 knots. Just enough to give us steerage and move along around 4 knots. The sheets were trimmed and I deliberately held a course higher than required to enter the narrow channel. I aimed "PUMA" right at the windward shore pilings and charged on at about six knots as the wind increased. The wind indicator at the top of the mast, showed that I was pointing as high as I dared, about 45 degrees to the apparent wind.

When I got as close as I dared to the shore, I bore off, picking up another knot of speed. Now we were in the channel and fully committed, with no chance of turning around, or tacking. Either of those two choices would have resulted in a boat crash on shore, or the bridge.

It seemed that my heart stopped while in this narrow passage. This was not something to be tried in any sailboat, except a small dinghy. The passage required about 30 yards until one is through. About half way, I began to realize that I might actually make it. But then my hopes were dashed as the bridge structure started to block the wind, and then to head me. Thank goodness this only lasted a few seconds, and before I could scream, "PUMA" sailed out of the gauntlet. I immediately bore off gaining speed and more maneuverability.

As I gained the main channel, I knew I would have to tack the boat onto starboard so I could follow the channel. The wind cooperated by increasing to 15 knots, and the water in the river was smooth. Using my best Polynesian catamaran tacking technique I was able to complete the tack under two headsails on a catamaran with no Ackerman linkage, no mainsail, and lightly loaded with no keels or centerboards. Wow, what a boat! The rest of the voyage was uneventful, however I became the curse of one monohull while sailing out of the channel into San Pablo Bay. After carefully figuring the tide (incoming) and a careful guess of the present depth of the water, I elected to bear off the wind and make for the anchorage of China Beach. I could fetch the anchorage on a port tack close reach, but it meant sailing deliberately outside of the well marked channel.

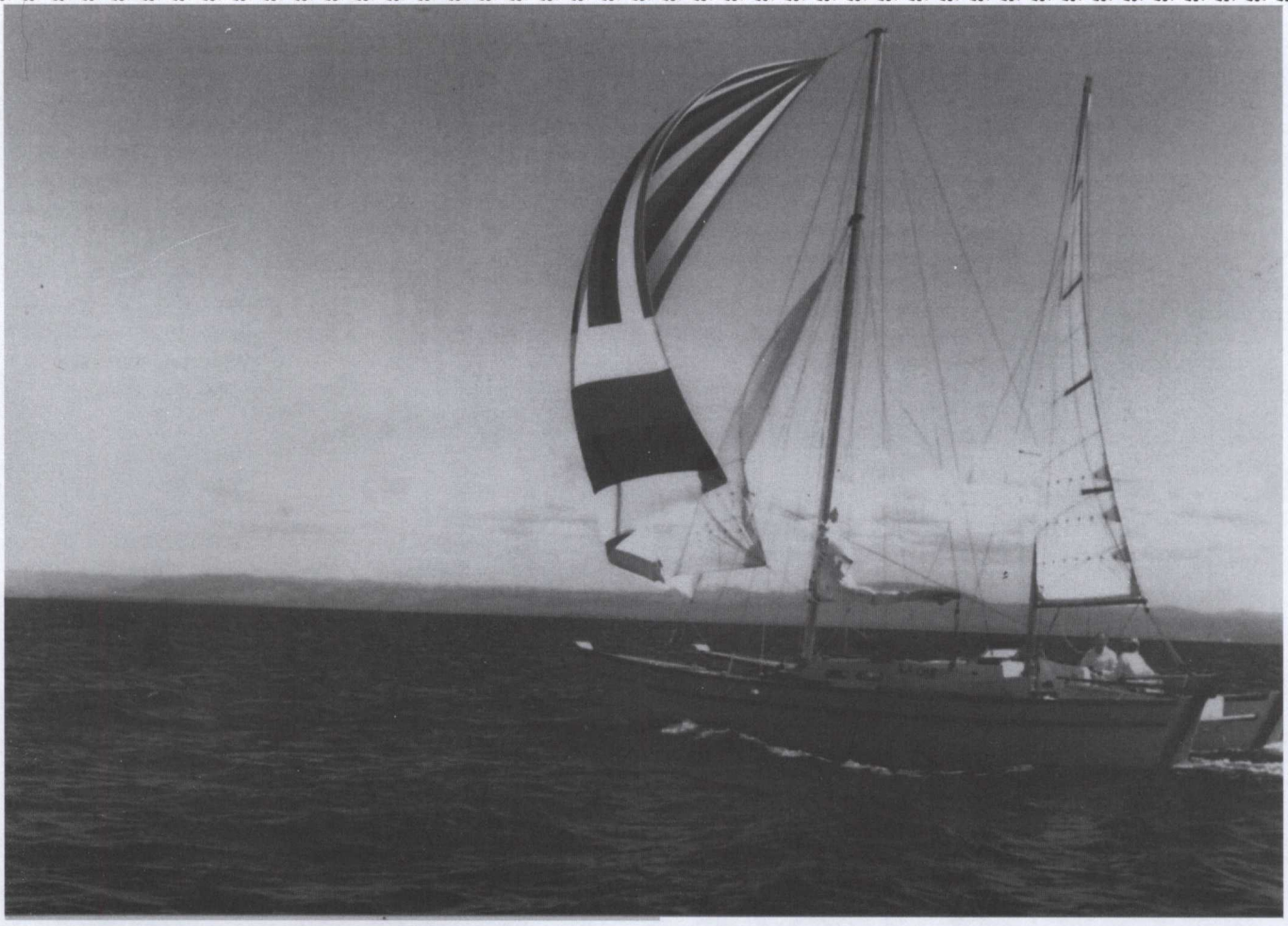
My course would eventually take me further out into the bay increasing the water depth. Sailing free, I went outside the markers over the sometimes mudflats. "PUMA" draws about 30" of water, (just enough to float). I like to have at least 36" to poke around in friendly waters, and out in the great unknown I like a lot more. **THUMP!!!** "PUMA" softly hit the mudflats while going into the trough of a wave. This happened several times for the next ten minutes. "PUMA" never slowed down , it only felt weird. Michael told me to look back the way we had come. There,
coming out of the channel, was a thirty-something monohull sailboat that had tried to follow us over the shallows. We watched as they went on for a bit then became stuck fast, until the incoming tide floated them clear. Two more days which included quiet anchorages, fair winds, and no more disaster drills.

Rectifying problems found

When I got home, I began to finish the mainsail, and installed a downhaul line on the yankee. This line was led back to the cockpit so I would not have to venture out on that narrow walk to the forward netting beam again. As for that troublesome engine? I took it home and re-wired the motor, moving the engine mounted start and spot switches into the cockpit via a four foot wiring harness. It was that simple. The start switch sits on the front of the motor and was constantly washed by spray, finally corroding the contacts.

African Tangaroa – "Boa Gente"

Keith Viewing



15 YEARS IN THE TROPICS

Boa Gente is a Tangaroa I, launched on the fresh-water lake Kariba in mid 1988. She is stored in the open on a launching trolley and covered by shade cloth. A cruise last year revealed end-rot in two of the four cross beams, and a problem that needed attention on the top surface of one of them. The only other rot was found many years ago in a short length of English oak where a bolt that was over-tightened had crushed the fibres and the wood was almost a powder.

Cuprinol was unobtainable when building, but about 140 litres of 'Lignatect', a wood preservative dissolved in turpentine, was applied liberally to all of the plywood and timber. A first attempt to sheathe the hulls in nylon cloth saturated with resorcinol glue was aborted when the experts changed the mix to speed the process. The nylon was removed and the hulls, and the bare wood was coated by epoxy filler applied by trowel, and smoothed. The hulls appear to be in good order.

The decks were covered by nylon with the correct mix of resorcinol and this was successful, although some small areas have lifted. These bubbles are cut and trimmed and then filled with epoxy. The cabin tops and the rudder blades were covered with nylon and epoxy and are not affected. Two-part polyurethane paint (GLATEX 8) was used throughout and did not deteriorate. The deck planks and gunwales were varnished at first and then linseed oil was applied regularly. The linseed has oxidised in shades of dark-grey and black and the wood is preserved, although not pretty. Plaited nylon line (6 mm), was used to tie the deck planks to the cross beams and this also was saturated by linseed when applied to the planks. That line has not deteriorated!

The mast steps were laminated from two planks of English oak and these had warped under the load. There is no rot, but the planks have separated on the glue line and a third lamination of local teak should improve the strength. The acid nature of the oak has resulted in rust on some of the hot-dipped galvanised bolts and coach-screws.

Iroko was used for the cockpit seats, gunwales, beam logs, rudder-posts and cleats and this timber remains superb whether painted or oiled. The grain has opened in places and the gaps are filled with Dr Claude Worth's mixture of bees-wax, pine resin and linseed oil dissolved in turpentine.

Continued Page 38

NEWS FROM SEA PEOPLE

BRAZIL

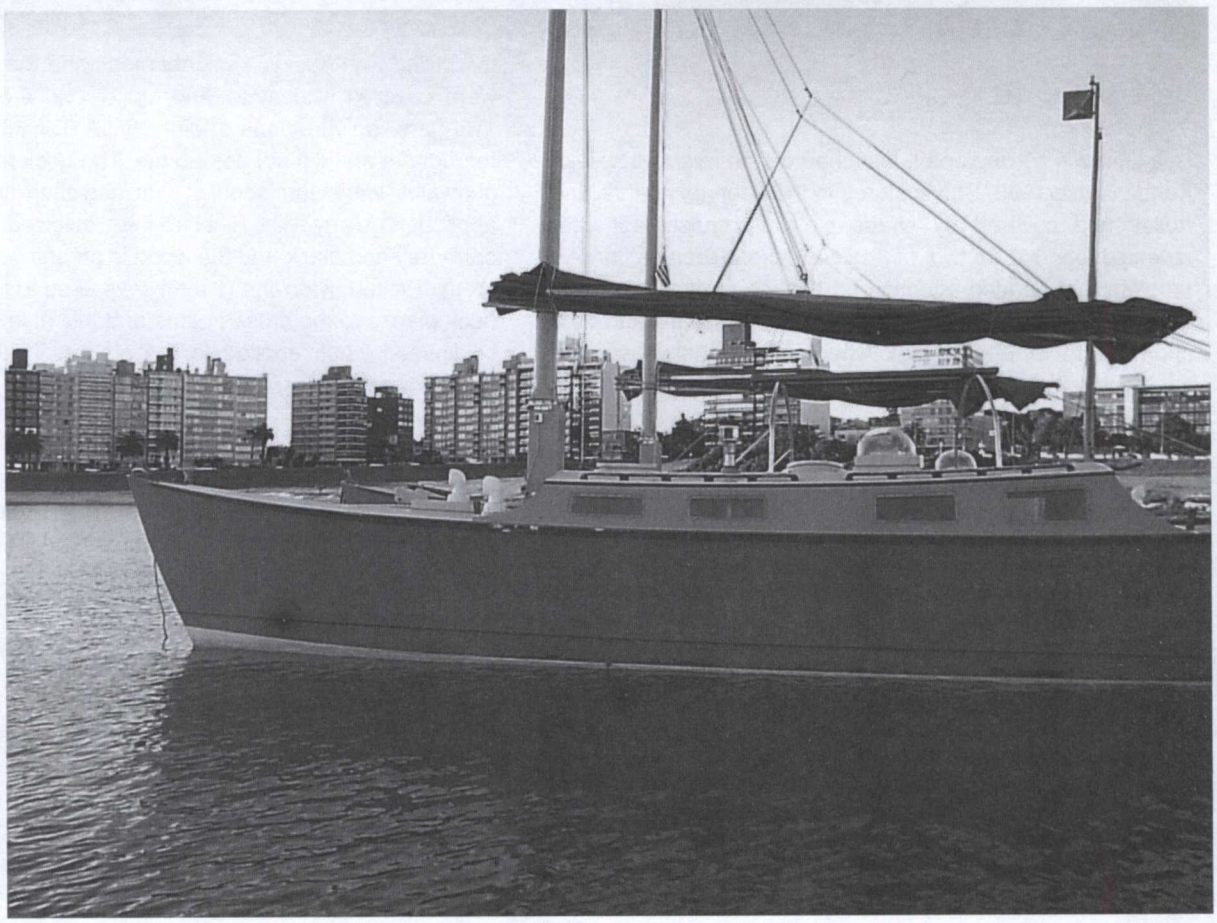
Hi, there.
Luis last sunday photographed this boat, China Moon, in Puerto Buceo, Montevideo. It is british and is crewed by a couple.
Looks pretty much like a Wharram-stepson ?
A three- master !

Best regards
Frank (Sarnighausen)

Hi Frank,

I think there are some elements that could be Wharram influenced but has major elements that look a long way from classic, pahi or tiki designs.

Ed



NEWS FROM SEA PEOPLE

USA

Greeings to Seapeople,

Wanted to apologise for our lack of communication during the past few months....but we had the best of excuses: "Gone Cruisin' ". We had a great four months cruising in the Fabulous Florida Keys and on up the Intra Coastal Waterway into the Chesapeake Bay, a trip we have not made for over fifteen years.

What a wonderful journey that is, sailing (and a lot of motoring) up the Eastern seaboard of the U.S.A., each day giving us a new lesson in geography, natural history and American history. With our trusty 15h.p. Mercury two-stroke pushing us at a leisurely 5 kts. we have plenty of time to take it all in, from the beautiful historic town of St Augustine (The oldest western buildings in continental America) to the line-up of American Naval might in Norfolk, the deserted creeks of Georgia and the Carolinas, and the wonderfully empty bays and rivers of Virginia. Marvelous seafood of different types all the way up, whether self caught or served up in one of the millions of restaurants, which abound in the States. Being Summer, it was plenty hot at times...sometimes over 105 degrees farenheit on the heat index!...but mostly winds were light. We got held up for a week in Carolina Beach swinging on the hook, waiting out strong headwinds, but made as a result of this four great new friends, who live aboard there. Ron and Suzanne Methany showed us over their wonderful new Tiki 38...what a boat...and were helpful in many ways. We wish them luck with their plans to sail to the islands this Fall. We also came across the impressive Oro, "Cool Change" in Beaufort, but unfortunately, were not there long enough to meet John Russell, who, I see in issue #48, sailed her over from England.

In Mobjack Bay we anchored close to the home of the other famous "Jim" of the multihull world: "Trimaran" Jim Brown, designer of the wonderful Searunner series of cruising trimarans. He lives in a delightful wood cottage on the East River, with his own trimaran "Scrimshaw", is pulled up onto the lawn.

So there you go. Sixteen hundred miles and 53 anchorages. We only dragged once, and luckily pulled up on our second anchor, which we had laid, "just in case", did not hit any of the 90 opening bridges we passed through or any other boats, and only paid for alongside dockage on two nights , when we had some personal business to take care of. We met many fine people (and a few of the other kind), saw an abundance of dolphin, manatees, turtles, alligators, and crocodiles, and spent most evenings at anchor, an iced vodka-tonic in hand, watching the sun go down on our own little world. The open Sounds (estuaries) are sometimes as wide as the English Channel, and being on average 20-30 feet deep can be rough and tumble, but we were careful to time them for an early morning crossing when the wind is at its quietest, and mostly had easy crossings; and any time I felt bored on the long days of motoring up the canalised stretches of the waterway, I'd remember: "Hey Rog., its better than being at work!" A cold beer would also help!

We left the boat in a Mobjack Bay yard and now we are back to the real world. I was a bit low until I collected our four months' worth of mail, and found not one but two Sea People magazines waiting for me! I read with interest the account of Andy Solywoda making the same journey from North to South. Singlehanding is always tough and tiring, and tired skippers make mistakes. I hope that as his voyage progressed, he learned to be more relaxed about timetables. We waited a week once for the weather to turn around, and were rewarded with following winds for the next seven days. Big boats with big crews can bash on regardless, but not the rest of us built in less heroic mold, wrestling with the helm, the chart and a can of beans on the stove all at the same time! (you can burn the beans!)

So that's it until we can return to the Chesapeake next summer and rescue the "Holly" from the clutches of terra firma. It's a long time to wait, but let's hope that it's as much fun next year.

Best wishes from Roger and Marney.(Ayres)

USA

Hi all,

Just got my new member package of magazines and year-book last week, and I felt impelled to let you know that I think the magazine is fine indeed. There are five articles in these four issues each of which are of enough value to me to reim-burse the cost of the year's dues/subscription. Thanks for doing a great job and putting a high proportion of useful stuff in the mag.

My ambition is to eventually build an Ariki; would like a Te-hini, but that's just too big a one-man project. I look at it in terms of how tall is the stack of plywood in the material bill. Have to do a couple of other largish projects before I can start, so it will be awhile. By the way, epoxy/fiberglass sheathing is inappropriate technology for my circumstances so one of my interests is paint systems for plywood. Any ideas? When I saw the 1,200 lbs epoxy resin and hardener called for in the Tiki 38 material bill, I nearly choked. Can't imagine paying for the stuff, paying the freight to SE Alaska, and then having to actually apply that much to a boat. I've built a couple of skiffs using it much like in the newer Wharrams -- not my cuppa. It is amazing stuff, but one of the benefits of having a shorter-lived boat is, after a time you have justification for building another boat! Not to mention that epoxy/glass sheathing does not always make a longer-lived boat.

Thanks again for a fine mag. See you in the great beyond.

Frank (Price)

Reflections on Rhiannon

Stephen Veale

Before getting to the present, I'll write some background. Rhiannon is our Tangaroa Mk 1. We bought her plans in 1975. After attending the 1st Multihulls Symposium in Toronto, Canada, (1974) I was fired up with inspiration.

We bought a truck load of Douglas Fir timber. A carpenter friend living in Washington DC, specially ordered us the 1" thick planks from a lumber yard and had it shipped from the Pacific North West to DC. After driving from Southern New Jersey to pick up the timber, in DC we had another nice day trip driving the old Chevy pick up (truck) to Baltimore Maryland to buy a load of Douglas Fir, 3/8 " marine grade plywood.

My building partner Dave & I were going to build our "dreamboat" in Daves' Grand pops old chicken coop. We had a small "Broaders" (wood) stove in one end of the coop. We had two respectable piles of varying widths of 1" Douglas Fir and a stack of plywood. We managed to cut out the inner keel & bulkheads for the galley, (port hull), before love struck. This was Daves 1st true romantic encounter. Progress was slowing down, & to cut to the chase, I bought out Daves interest in the boat. I managed to get the hull planked, interior, & deck on. However at about this point, Grandpop Hitchner passed away, so I figured it was time to move on. I transported the hull & materials to my parents' farm, where there was greenhouse that I could use.

Progress was slow but steady. After 7 years of part time building I was ready to transport Rhiannon to the water (#350 Tangaroa, Mk 1). After a month or so of assembly of beams, mast, deck, & bulwarks, the light at the end of the tunnel was shining brightly! July 31st, 1983 was the magic day where it all came together. As Rhiannon was lowered into the water, Sherry (wife at the time) was on the bow, & I on the other, where we smashed bottles of home made root beer. We took about 20 of the 50 or so friends & family for our first ride. After coming back to the dock, my buddy (mate) informed me of the tradition that he & others were going to perform; that is throwing the captain overboard! I told him I'd never heard of that before, & was just making it up. His reply was I could go in kicking, but going in I was. I figured, what the hell, what's a launching without a little bravado, & over I went. 'Twas a hot day & water felt good.

Currently I'm writing this while anchored in Cape May Harbour, New Jersey. On August 28, 2002. The wind is blowing 25-35 out of the North East, which is a headwind up Delaware Bay. My wife Cindy, had to go to work today, so I'm sitting in the chart room, sipping a cold one, smoking a cigar, reflecting on all the wonderful times I've had on the 'ol girl'. Cindy & I just returned after a 4 1/2 week trip up Southern New England. We made a 200 mile passage back in 36 hrs, as it took a bit less going up, taking 28 hours.

We pulled into Block Island, Rhode Island, hoping to see our dear friends Tom & Carol Jones (my wife & I are classroom teachers, as is Carol; Tom is a boat builder, designer & author; they live nearby us) *(**ED - I presume this is Thomas Firth-Jones author of "Multihull Voyaging", also of southern NJ).*

The next day, Cindy said: Look who's here. I turned around to see Tom & Carol motoring over to us on their 25 foot Jones Boats designed Catamaran.

We were lucky enough to sail together for part of the trip. This included the Elizabeth Islands: i.e. Cuttyhunk Island, Massachusetts, Marthas Vineyard, & Nantucket. They left the day before we did for points north, while we went west bound via Woods Hole, & on to Newport, Rhode Island.

It was one of the hottest times I've ever had in New England, but having a great awning (Shade Tree, which you can find on the net), made it pleasant, in spite of the heat.

I have replaced 3 of the 4 original x-beams, & will make a new one this year to replace the last. The original ones were delaminating & we've have gone to hollow box beams (stronger & lighter). Other improvements this year are new ply decks between the hulls. After 18 years, the original white cedar slatted decks were showing their age. (Those wide gaps make for wet sailing). I made a new red cedar slatted deck (spaces about the thickness of a dime) between beams 3 & 4. The rest is 3/8 ply. A new motor box (the original hinged off the 4th x-beam). The new one is like the Tiki 38, between beams 2 & 3. The 9.9 Yamaha (great engine) pushes her along between 6 - 7 knots, with no cavitation. Also new; Beckson opening ports in the front of the cabins. Relatively inexpensive plastic jobs, but they're watertight. And lastly, my yuppie additions: JRC radar 2000, & my wife Cindy's favourite: an ST40000 + Raytheon autopilot. She never enjoyed those night watches till this year till we had what we named "OTTO", the Autopilot.

I hope this letter gives some positive reinforcement to those who are building or contemplating doing so. Rhiannon has taken through Delaware & Chesapeake Bays, two trips to Bermuda, one to Nova Scotia, & many trips to Southern New England. My wife promises me that a trip to Maine is in the near future. The kids are growing up, & life is good!

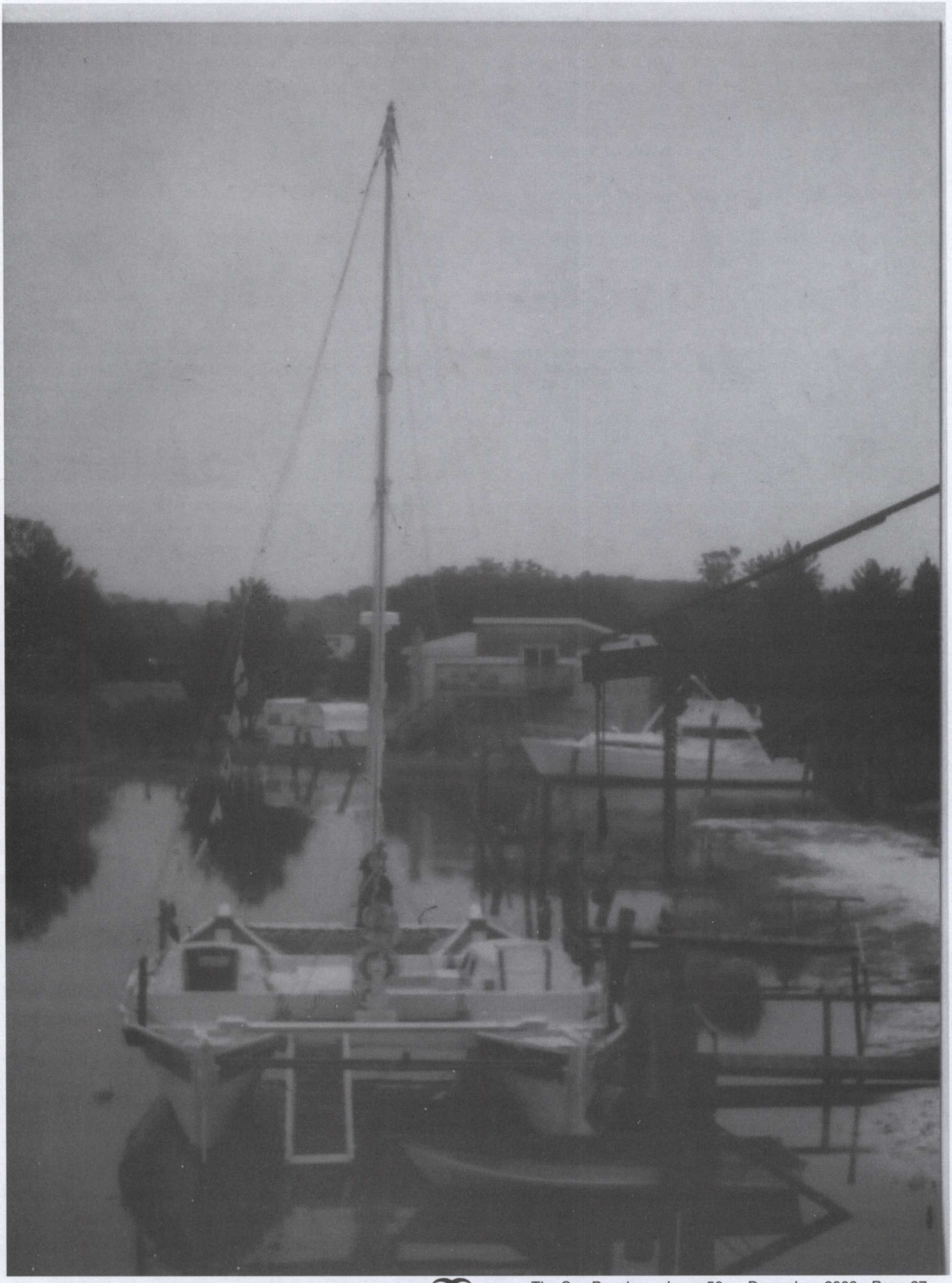
Fair winds & calm seas

Stephen & Cindy

Picture at right shows Rhiannon in her slip. The flags are as follows from top to bottom: the 4 together mean "splice the mainbrace" ie time to break out the grog. Next one down is the PCA burgee and the last is the Skull and Crossbones.

Rhiannon Reflections

Steven Veale



Florida Keys Cruising Part II

Dave Peak

Key West

Key West used to have a reputation as a real down & dirty anything goes kind of town. Unfortunately the commercialism of the late 80s aimed at attracting all walks of tourist life to "The Last Resort", pretty much put an end to any really raunchy behavior, it's still a very laid back laissez faire town and a whole lot of fun. There's still a pretty wild side of town but you'll have to search it out for yourself, it's not "in your face" anymore.
What it still is, is a centre for avante garde artists, musicians, street performers who you can see for free at Mallory Square in the late afternoon and evenings. They're there as a side-show to watching the sun set over the Gulf of Mexico, a regular evening spectacular.

One bad aspect of the anchorage off Mallory Square is that while convenient for getting into town, theft from cruisers boats is endemic. It's not surprising with all the to-ing and fro-ing of the myriad small boats that a couple of light fingered other boaters, seemingly goes un-noticed. Even this problem area and the fact that Key West has become commercialized since the 80s, I wouldn't miss it for the world. The ambiance, laissez faire attitude to life and the general feeling of a large portion of the population intending on enjoying life to the full is still alive there.
Make sure you try some of the wonderful Cuban cuisine, at some of the smaller restaurants south of Monroe St.

Back North via the Florida Straits

Heading east back towards Miami from either Key West or further west you have two basic choices, are you in a hurry or are you still cruising? If in a hurry, head south out past the reef and pick up the Gulf Stream rushing by at an average of 2.5 knots that's 60 "free" miles a day, but don't go out too far as the predominantly easterlies can make it a tough, tough beat, staying just inside the reef is the most comfortable, still a beat but the reef prevents seas building up and is an easy one or two day sail depending on the size of your boat.

Got more than a couple of days ? Good, inside the reef is a beautiful way to island hop a week or month of your life away. Snorkeling and fishing along this passage are tough to beat anywhere in the world.

Newfound Harbor is a beautiful anchorage, one of my personal favorites, about 25 miles east of Key West bounded by Little Torch Key, Big Pine and the string of Newfound Harbor keys. In the months of November to April you could imagine yourself in Maine or Scandinavia in the height of summer, other months it feels like the Bahamian out islands, remote but with just enough conveniences to keep life humming smoothly. I spent over two weeks there in March '88, I just didn't feel any NEED to move or be anywhere else, unfortunately my work deemed otherwise. They should call it Tranquillity Harbor.

If there's something missing or at least in short supply it is sandy beaches. All the islands are of a coral and limestone base, the major beach in Key West has all it's sand trucked in. Fortunately for every rule there is an exception and the exception is the beach on the south side of Bahia Honda Key, a short 12-14 mile hop from Newfound Harbor. There's also a marina and anchoring available here in the state park again check with the rangers. Next stop, just 8 miles away is Marathon/ Vaca Key / Boot Key "nesting ground" of the US / Canadian "snowbirds". Boot Key Lagoon holds 200+ cruisers, most of them from the north east US & Canada who head south to escape the winter snows, hence the nickname "snowbirds", you'll probably see several Wharrams here between December & March. Andy Solowoda reported spending a pleasant, productive few weeks here. The weather was perfect for epoxy work he reported. Anything you need in the way of cruising supplies can be found here.

Grassy Key is the home of Dolphin Research Center, one of four locations in the keys that allows and encourages limited numbers of people to swim with the dolphins there. If you want to participate in this call DRC ahead of time to make sure of an appointment. Their primary function is rescue of injured dolphins & rehabilitation back to the wild.

Islamorada, "sport-fishing capital of the world", probably a self inflicted wound does have wonderful fishing opportunities for those without their own boat as there are hundreds of sport fishing boats available for charter.

Florida Keys Cruising Part II

Dave Peak

Fishing

In reality the fishing in the Islamorada area is probably not quite as good as elsewhere in the Keys (probably due to the number of boats and the pressure that they put onto the fishery), but they got the boats and the gasoline to hunt 'em down! Lots of bars to tell "fish tales" after a day on the water. Bring lots of cash and keep a good look out for celebri ties as this is one of the "meccas" of fishing in the world.

Speaking of fishing, there are basically four types of fishing available to you in the keys in ascending order of cost –
1) spinning or baitcasting from shore / docks / piers usually fairly productive consisting of jacks, pompano, small snook they run up to 3 or 4 pounds (I personally won't eat fish caught around docks but I feel piers are fine).
2) Wreck & reef fishing can be had either on "head" boats for about $15-30 for a five mile run out to the edge of the reef where, surprise, surprise the wrecks are. Here you'll be catching grouper, snapper, barracuda or shark (2 - 20 lb. catches are the norm).
3) "Flats" fishing can be dauntingly expensive or dirt cheap, basically if you have a 12-20 flat bottom boat (or a small Wharram) you can "fish the flats", however it's also a very elitist sport with $40-100,000 20' "flats rockets" with 100+ hp engines to cover lots of ground in a day that owners or charter captains command $400-600 per day (for 2 anglers) to catch some of the most inedible fish imaginable bonefish, also permit & tarpon (lots of excitement with correspondingly matched tackle) bones average 2-5 lb., permit 5 - 20 lb. and tarpon 10 - 150 lb. There's a subset of flats fishing for redfish, sea trout and snook these range from 2 -20 lb. and this subset are all enjoyably edible.
4) Finally there's Gulf Stream fishing offering tuna, sailfish, marlin, wahoo, dorado covering 20 - 800 lb. fish, anything under 20lb is liable to be used as bait for the big boys, charters run $600 - 1000 per day usually for 6 anglers so the per head cost comes down. If you've never caught one of these guys it can be a once in a lifetime experience. My best fish in terms of weight and memories was a 130 lb. yellowfin tuna, that took me 20+ minutes to land and pulled me round the boat four times. When she came to the boat, I was astounded to see the size and the power of her, she appeared to be all muscle and efficiency and beauty. When you see these fish at the dockside, they've been dead several hours and their beauty and colours are diminished to the ordinary. It took three of us to haul her aboard and the colours - there seemed to be a dozen shades of silvers, blues and greens and the breathtaking yellow fins that she's named for. I was never more in awe of what nature is capable of creating. Magical, enduring memories even 7 years later.

We're now slap bang in the middle of the Florida Keys Marine Sanctuary so anchoring is severely restricted but fortunately plenty of marinas abound, some cozy & rustic and some ultra modern.

Key Wests major beach on southern side of island

Final Stages

As we approach Key Largo the waters here are part of the John Pennekamp Coral Reef State Park. If you don't currently scuba dive. this is still the place for you, dive shops offer crash courses to have you doing your open water certification in 2-4 days (usually for approx. $100-150). There are numerous dive sites of less than 20 feet so a lot of the views are available to snorkellers as well. Chief among these is the "Christ of the Deep" lying in only 21 feet of water. If you don't want to get your feet wet, glass bottom boat rides are available plus there's also an underwater motel, Jules Undersea Lodge, sorry but you will get your feet wet, because you swim out to your room and then go "down into your room". When diving or snorkeling don't forget touching the coral invariably will kill it, also some also bite back – look, but don't touch !

After leaving Key Largo astern you'll be steering gradually to the north on a close to a beam reach and before long you'll start to see the skyline of Miami approaching, welcoming you back, BUT signifying the end of your cruise of the Florida Keys. UNLESS you decide to head north with the approaching spring, up the Intra Coastal Waterway.

Fort Jefferson, Dry Tortugas , 70 miles west of Key West

Mast Construction

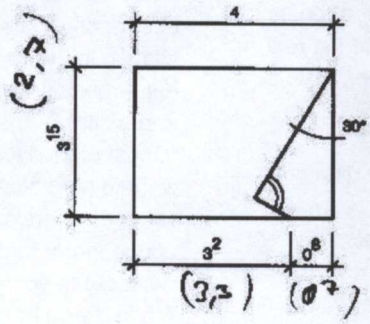
Dear Dave!
You once wrote an article about an alternative mast construction (TIKI 31-Pilgrims mast– SeaPeople 42) *[Ed – "Pilgrim is in fact a PAHI 31].* Here is another solution: drawn by Albin Glaser from Germany. TIKIMATA, my TIKI 38, now has a mast like this as main, and works very well, made of Hemlock.

It is no big deal to cut the wood like the sketch shows, when you use a table-circular saw, which can be adjusted fairly precise. Two friends, who guide the 10m pices are essential. I made the joint before to get 10 m staves.You yourself in the center at the sawblade press the wood exactly to the stop bar and push very slow.

If you take your time, it will work. To assemble the staves is not very difficult if you have somebody to help you (each on one end). On a flat "building berth", made of two 50mm planned pices of wood 5 m long each, I mounted little boards, cut out like the half cross section af the mast (see sketch). The distance of this supports of around 50 to 70 cm is OK.
I covered them wih plastic to avoid the epoxy to stick.

I started the assembling with the lowest stave (middle stave in the "mould") and fixed it with little screws to the pattern, just to keep it in place, to avoid slipping away. I continued by glueing one by one stave on the left and right side, till half the mast profile was built up.One has to continue the complete circle otherwise it is not possible to press the thing. But you have to seperate the two halfs (upper and lower) to do the interior work later. You achieve this by not putting epoxy to the two opposit contact surfaces of this two parts.

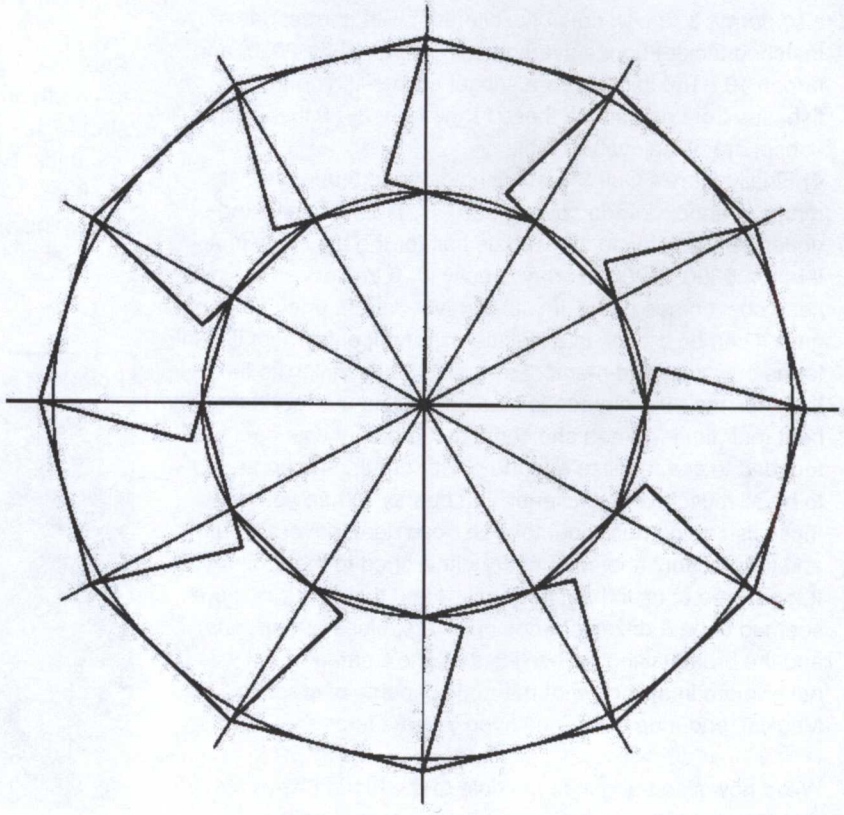
To avoid collapsing, when continuing the building up of the upper half and to increase stability and stiffness, I glued disks of plywood (8 to 10mm) inside the lower half , every meter having given them the shape of the inner diameter according to the plan. If you want to have some electrical wiring inside the mast later, that's the occasion to mount a plastic tube used for electrical installation having drilled or cut suitable holes in this disks.



Albin Glase
3.2.2002
M 1:1

Mastdurchmesser: 15 cm
Fertige Mastwandungsstärke: 3,0 cm
30° - Teilung

(25 mm Wandst.)



Mast Construction

The ready made mast afterwards is structural similar to a piece of bamboo.

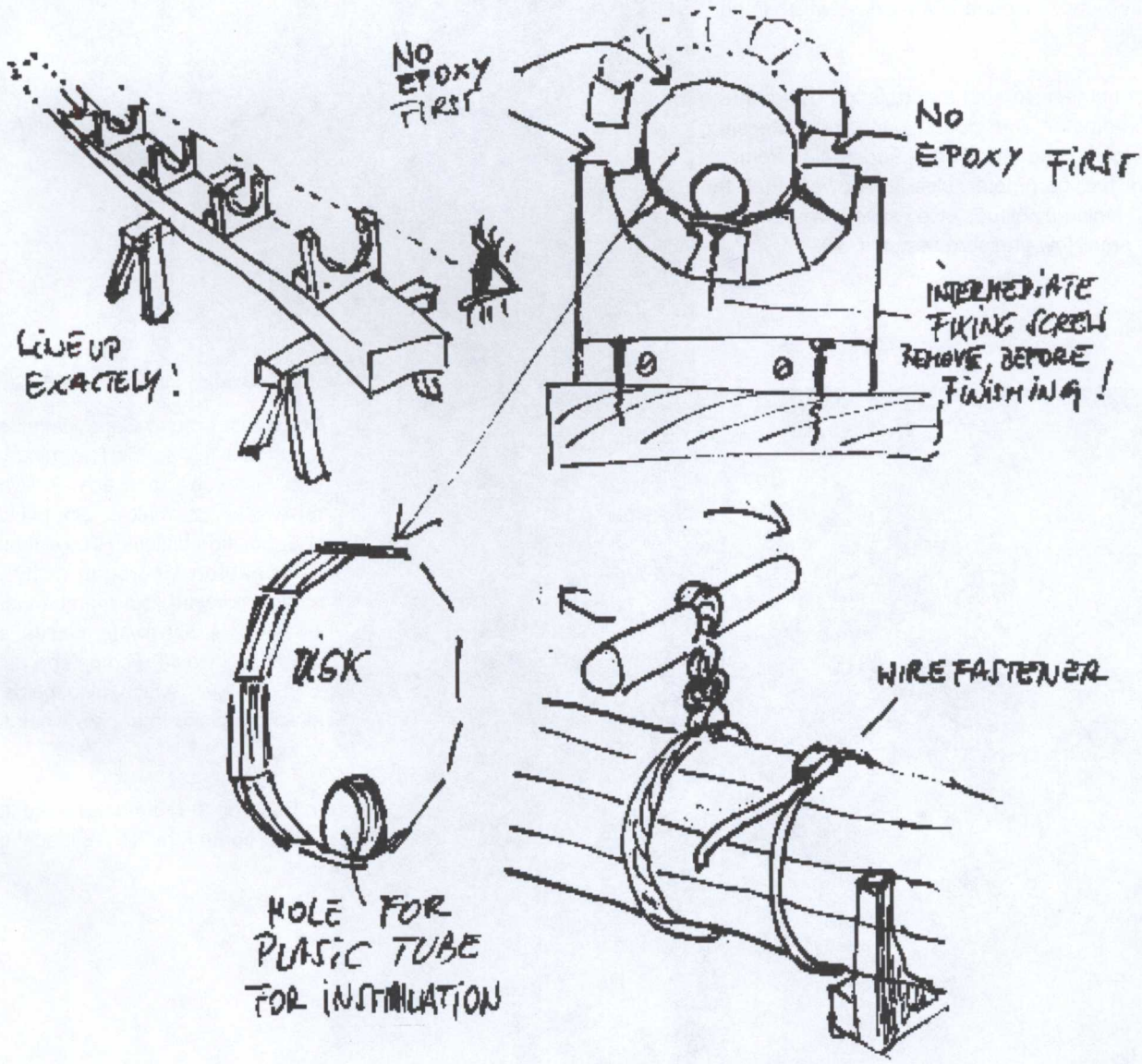
After finishing all this (one has to work fast and everything should be prepared especially when it is warm and/or you use a fast hardener) I used a piece of finger thick rope with a heavy hardwood cudgel of about 70 cm as a spanish windlass and strong plastic wire fasteners to keep the staves in position after having them squeezed together.
I needed a lot of them, one every 25 cm. If the fasteners don´t go round the mast just add two of them to make them fit. After the epoxy had cured, I only cutted them off, separated the two halfs, covered everything inside with epoxy. Then I glued the two parts together, filling top and foot with the necessary hardwood pieces according to JWD plan.

The rest is very little planing and grinding work. Of course I laminated the whole mast with glassfibre and epoxy and later gave it white varnish.

The sketch (left page) includes some handwritten figures: this are the measurements for a thinner (25 mm) version. The figures are (from left to right) 2,7mm, 3,3 mm, 0,7mm and "25mm Wandstaerke" . Some questions? This way of building saves a lot of material and gives very little grinding work to do.

Text by Meinhard Koch

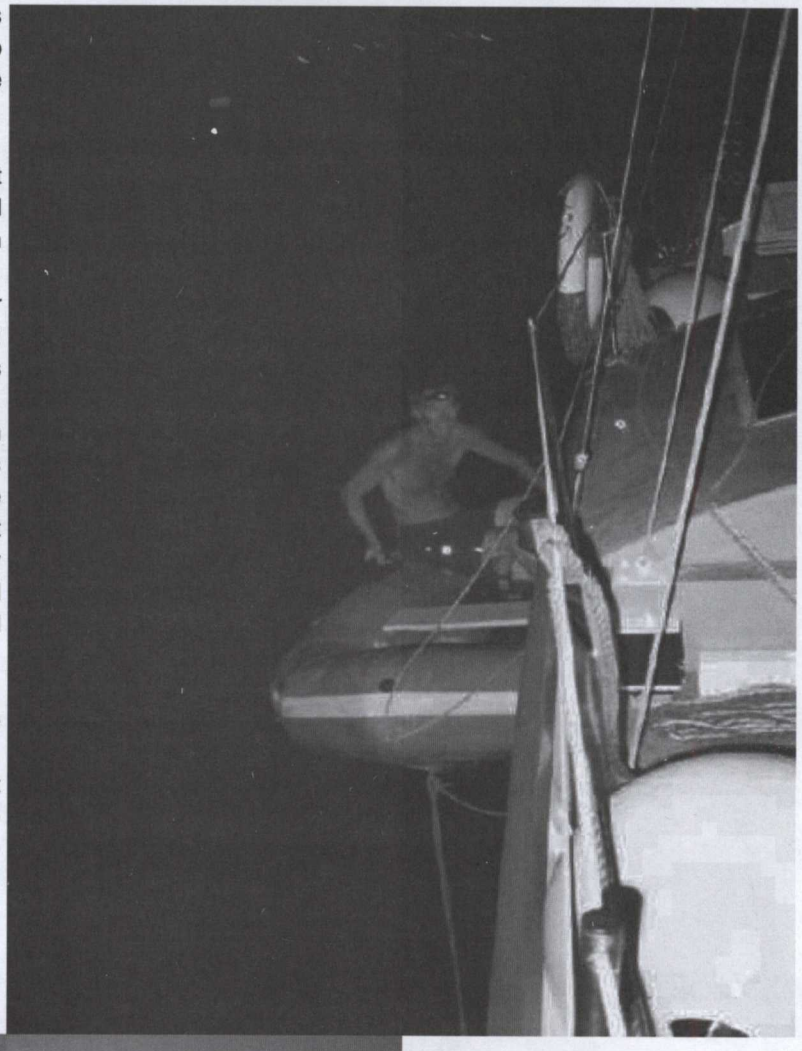
Drawings by Albin Glaser



"Cool Change" - Approaching her new home in SE USA (Part III)

Robert Sheridan

(From last issue) ...Our arrival in Ft Lauderdale was greeted with an alarming noise from the engine so we launched the dinghy and used it as an alongside tow.....



At Fort Lauderdale we had a crew change and I set off north with 2 others, one who had never sailed before. We started in the middle of Gulf Stream making good time with a beam reach. Unfortunately the wind went into the north and after beating into an increasing short sea for a day I decided to cut inshore to get out of the mains stream, after which the wind died!!

The main feature of the leg to Beaufort (the one in North Carolina rather than South Carolina!) was dodging the thunderstorms which develop in the afternoon and last into the early hours; This was not easy as they are not following the wind and may rapidly dissipate, coalesce with others and generally wander around in a manner which is hard to predict.

I did not manage to spot a correlation between the wind, barometer and clouds during the crossing, though going up to Fort Lauderdale from St Maarten the barometer clearly showed that the intense isolated clouds we sailed round were actually small low pressure systems.

The coast around Cape Hatteras is very low lying so the first thing you see as you approach is water towers which makes pin pointing your position difficult. The entrance to Beaufort/Moorhead City is straight forward, but the channel to Beaufort is narrow in places and winds so I would recommend doing it in daylight, which also helps in picking a place to anchor when it is busy.

In Beaufort the barnacles were kept under control by the sheepshead fish.

"Cool Change" - Approaching her new home in SE USA (Part III)

Robert Sheridan

Reflections on Anchorages along the trip

Las Palmas, Gran Canaria

Las Palmas is the main city for the Canaries and is not a tourist destination. There are excellent chandlers (John and Tom were very impressed by the staff at the Yanmar dealer), the supermarkets will deliver to your boat and the restaurants and other shops are what you would expect of a capital city. We were moored in the Marina, though we could have anchored in the harbour behind the marina break water. The harbour officials were very helpful.
Apparently the local weather conditions mean that Las Palmas generally has cloud cover whilst the other side of the island is generally sunny.

Philipsburg, St Maarten

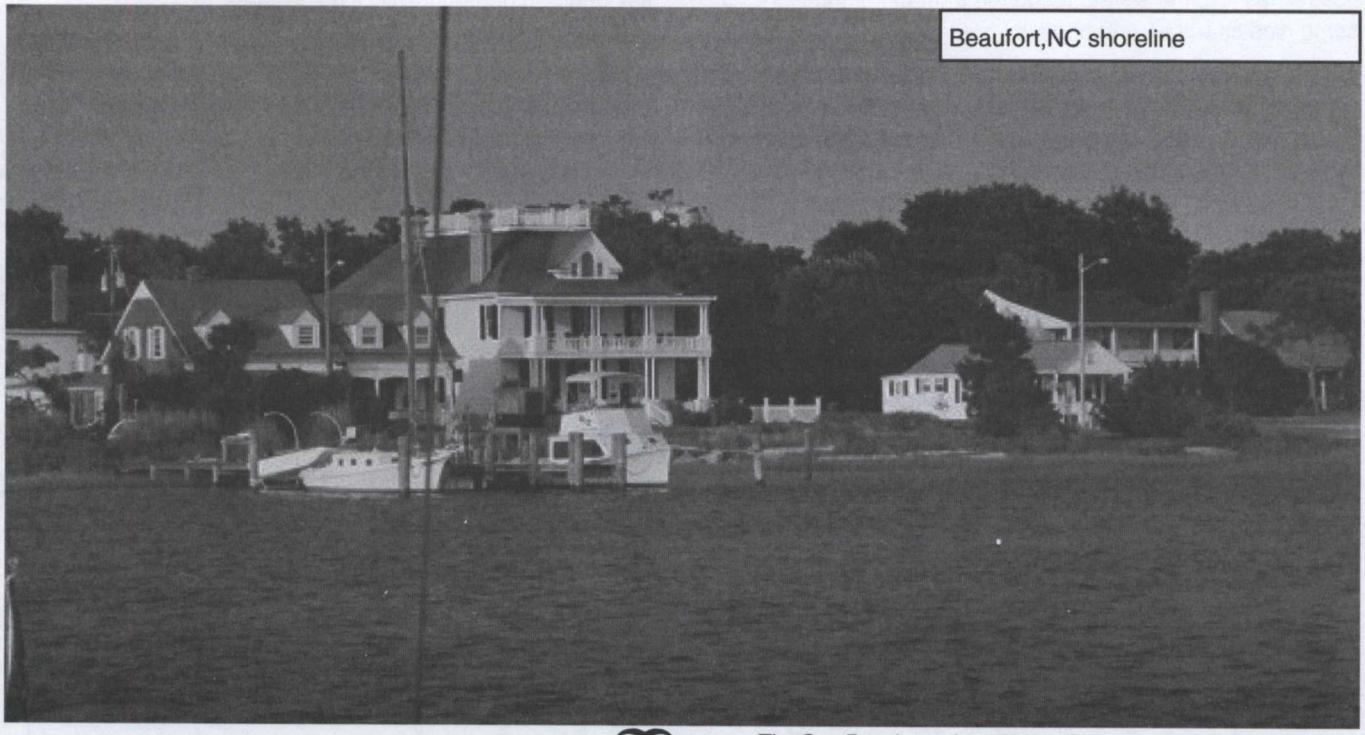
This is the Dutch side of the Island. We were only there 24 hours and so did not see much off it. There is a good chandlers, adequate supermarket and sheltered anchorage. You can moor alongside in a private marina, but there was not much space when we were there, they also provide fuel and water. The water has a strong flavour as the island is volcanic. The food shopping is rumoured to be better on the French side, where there is also a very sheltered lagoon and nude bathing beaches.

Fort Lauderdale, Florida

Report to customs AND immigration when you arrive, I reported to customs who said we could leave immigration to the following day and got a severe telling off from immigration (we were not the only ones fortunately). Customs and immigration are sited in the commercial port, it is a very long walk or a taxi ride. Using the town moorings was expensive for a cruiser, but gave access to excellent showers and laundry facilities and a club room and was close to the only public landing. One of the lakes you pass on the way to the moorings is a free anchorage, but it is a long dinghy ride from the public landing and people are discouraged from staying there long.

Beaufort, North Carolina

Pronounced Bowfort and not to be confused with Beaufort, (pronounced Bewfort) South Carolina
This is one of the earliest settlements and a picturesque anchorage (free) and town. It lies south west of Cape Hatteras and is an entrance to the Intracoastal Waterway (ICW). The islands have wild horses descended from those left behind by the Spanish following an abortive invasion. It has an excellent museum and a yard which builds traditional boats. The surrounding area is one of waterways and low barrier islands, many of which are uninhabited, making it a wonderful place to explore, especially if you have shallow draft. Lots of fresh shrimp and fish as well.
There are 2 anchorages, both very sheltered. The main anchorage is in front of the town and there is another off a boatyard behind the town. The anchorages get very busy as they are used by cruisers entering the ICW to avoid Cape Hatteras as well as local sailors. There are excellent chandlers and super markets in Moorhead City, which you may be able to get to by dingy and walking. There is a small town marina in Beaufort and several marinas in Moorhead City. (*Ed– at Town Dock, Beaufort, they usually have a beaten up old car for cruisers to use – a fairly frequent act of not only thoughtfulness but generosity along the ICW*)



Beaufort,NC shoreline

Cat Corner Horta, Azores

Remy Roy

Lost in the middle of the Atlantic the Azorean archipelago is always amazing the sailor who is passing by. Azores have no equal in the Northern hemisphere. It is a mix between Britains', Cornwall, Lake District and Caribbean profusion and volcanoes. The archipelago benefits from a wet but warm climate brought by the Gulf Stream. A wonderful cruising ground and well worth planning a stop there.

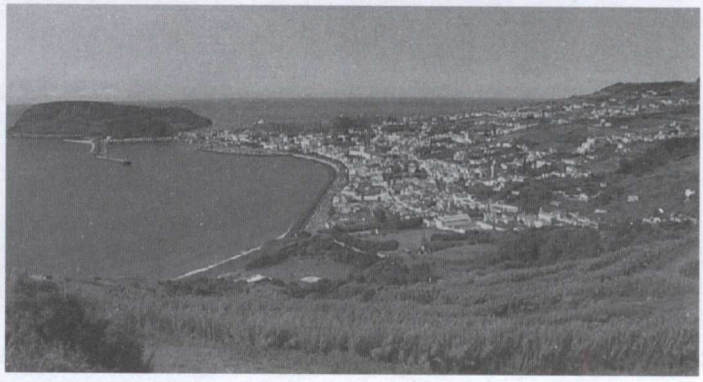
In fact Azores are really an enchantment for the nature lover who can fall in love with the blue and green which forms the canvass and with the black chiselled basalt which draws the coast lines. To that we must add the human contribution with some nice churches and houses.

Lying between 36° and 39° North and 21° and 34° West, Azores are at 760 miles from the Portugal, 1000 miles from Gibraltar and 1300 miles from south coast of United Kingdom.

Three groups constitute the archipelago, all volcanic: the central group (Terceira, Graciosa, Sao Jorge, Pico and Faial), Eastern group (Sao Miguel and Santa Maria) and Western group (Flores and Corvo). The biggest island is Sao Miguel, the smallest Corvo and Pico has Portugal's highest mountain with its volcano peak which rises to 2351 metres. The total area of the Azores is about 2333 square kilometres.

The best seasons to visit the Azores are spring and summer. After those periods the high pressures (the famous Azorean anticyclone) go down and the low pressures can give bad weather during the passage. During the summer season you can find calms or very little breezes between the islands, specially in the central group.

There are numerous moorings in the islands but few ports. Remember that what is called Porto on the charts is often no more than a cove open to the swell. So be prepared to leave that kind of mooring quickly if necessary.
As it is almost impossible to tell you everything about the Azores in only few pages I have chosen to give you a taste of them with its most famous place in the sailors' heart:

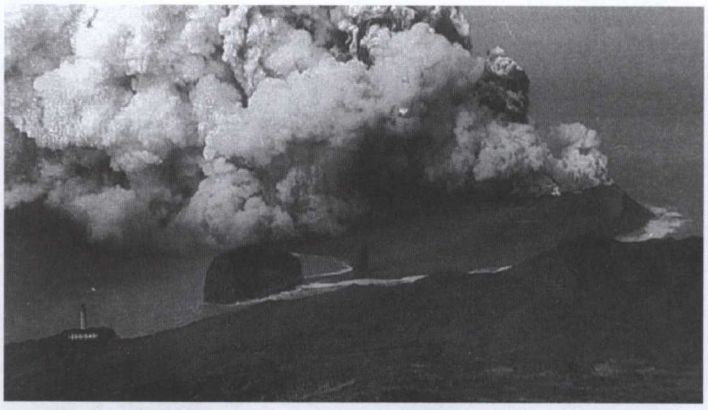


Faial island and its harbour of Horta.

Faial, a piece of peace in the mid Atlantic.
Ideally placed and sheltered from all the winds, Faial have always been an important port of call. Christopher Colombus

stopped here in 1493 and was the first to put Azores on a map. Vasco da Gama stopped in 1494. Later famous sailors like Joshua Slocum, Bernard Moitessier, Robin Knox Johnston, Chay Blyth, Sir Francis Chichester, Eric Tabarly and so much others have visited the Azores. If you take a look to the visitor's book in the Café Sport you will read almost the entire sailing history.

Among the Islands, Faial is certainly the most popular with its perfect shelter of Horta. Faial was often nicknamed the Blue Island because of all the giant blue and mauve hydrangea which form everywhere the fields edges.



For mooring Faial has only two places: the harbour of Horta, where you can find a marina with all the facilities, and just few miles away, on the other side of a little peninsula, the bay of Porto Pim where you can moor in 3 meters of water. Due to the success of the rallies like ARC, Transat des Alizés or Transat des Passionnés the place can be overcrowded in summer. Ashore you can find supplies, food, shipchandler and facilities. Although the island is small you must visit it. You have to go to the west of Horta at Punta dos Capelinhos. Here, in 1957, a volcano eruption have

largely increased the island area. A volcano have raised from the sea and pushed up the land up to 160 meters above the water. The old lighthouse you can still see was originally at the sea level. That is an impressive sight of the volcanic activity of the archipelago. The last earthquake have been in 1988 and caused lot of damages mainly on Terceira island.

Peter Café Sport: the legend.

Every Atlantic sailor knows or have heard something about the café sport. More than a simple pub it is a place where you can change money or check your mail in poste restante. Café Sport is also a tourist board, a weather station and a museum. In Horta to make a stop at Café Sport is almost an obligation.

Founded in the early 20th century by Ernesto Azevedo the pub have been continued with the son Henrique in 1918. Later the grandson José has continued to welcome the

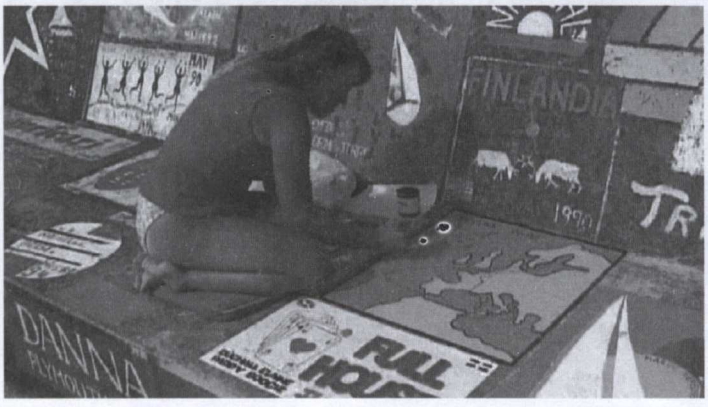
sailors. Those ones have began to leave their names and pictures in visitor's books and also to decorate the place with flags and yacht club banners. Today Henrique, the great grandson, continues the tradition.

Scrimshaw

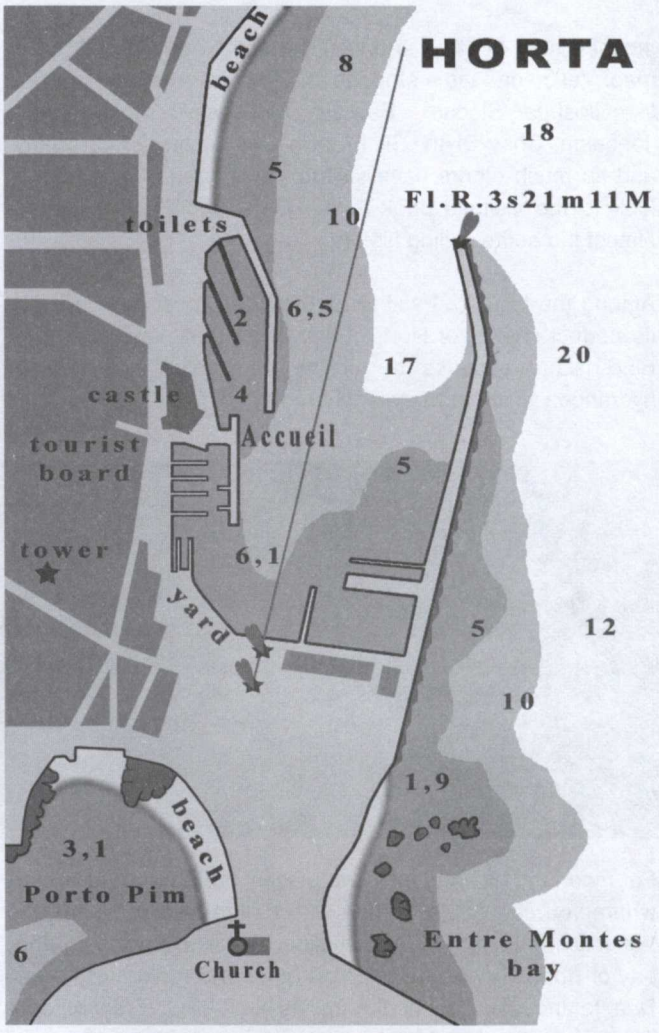
On the first floor of the Café, Jose has founded a lovely little scrimshaw museum. Nowadays sailors know that they will be very welcomed in the Café Sport (six languages are spoken) and will find here the most famous Gin & Tonic of all the North Atlantic.

The Wall: an institution.

The outer quay of Horta harbour is probably more famous than the Café Sport. For more than thirty years every yacht passing by Horta have left on the quay wall a design or a painting. Some are really pieces of art. The legend says that those who have missed the opportunity to leave a painting have disappeared... So, do it! Even a small design or only a Wharram logo.



The Azores islands have so much to give to the sailors that is almost impossible to give to you a summary in few pages. The only way to have a taste of them is to turn your stems to Southwest and sail until you'll see the islands rise from the horizon. If you see some of the numerous whales who go into their summer quarters here you will probably think that you going to reach heaven.



PRACTICAL INFORMATION

Airports:
Flights to North America or to Europe (via Lisbon) from Faial, Sao Miguel and Terceira.

Language:
Portugese but english is currently understood particularly on Terceira where there is a big US military base.

Shops:
Every shop is closed on the weekend

Currencies:
Euro but US dollar is accepted almost everywhere

Health:
All islands except have a hospital

Time:
GMT during summer, UT(-1) in winter

Weather forecast:
At the harbour offices or by VHF, channel 12, with the US Air Force base at Terceira.

***ED – As someone who wa lucky enough to visit Azorean waters in the '70s aboard the Island Cruising Club operated 74' gaff schooner "HOSHI" in the 70s, I can fully endorse Remys view of what beauty the islands contain and hope to get back there in the not too distant future.*

Fishing or Angling / Fish for the Table

Dave Peak

After the passage is over and the anchor is down in some secluded cove, putting food on the table doesn't have to stop. In fact catching food can be improved in and around anchorages as the area between high and low tides tend to be much more productive than the open sea, which at times can seem like a desert of sorts.

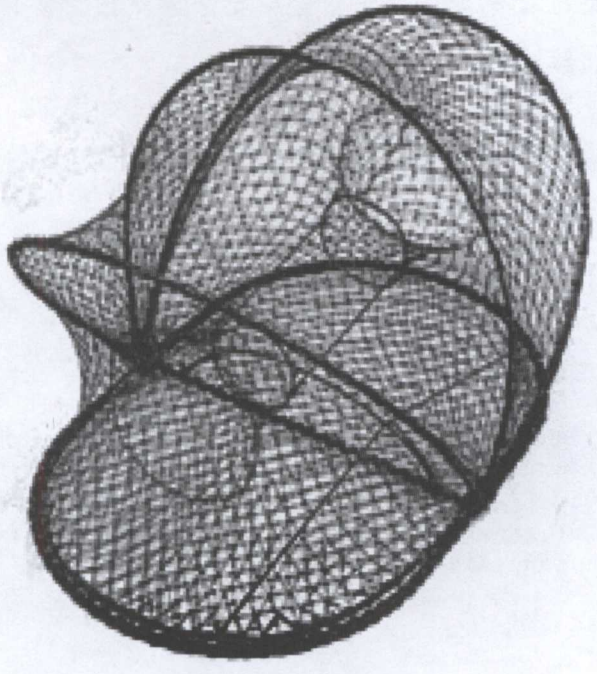
But keep your rod & reel stored, because there's more productive ways around your anchorage. While hook and line do produce on passage, it's basically because you use a number of hooks (longlining or trolling) and you cover a significant area in searching for your quarry.

Personally, I don't usually use traps in crowded anchorages, with dozens of boats, but wait until I'm in a more secluded spot.

Traps can be **heavily regulated**, so check before using.

TRAPS

Traps, useful to SeaPeople, fall into several different categories, there are hard (not a real option on sailing vessels) and soft ones. There are specialised traps for shrimp, crab, lobster, eel & fish. Ones for bottom crawlers (crabs and lobsters) and ones for free swimming species (hoop net). Hoop nets need reasonable care in their setting, while crab type traps are simpler to set.



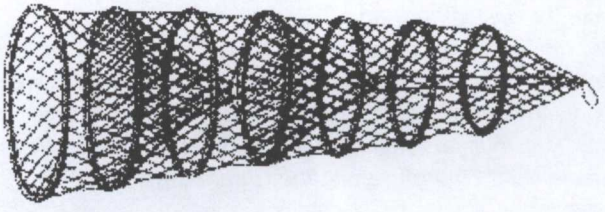
Crab Type traps

With a multipurpose trap, modify the entrances and exits (to allow undersized crabs / fish) to escape their cannabilistic cousins).

Baiting the traps is relatively easy, pop the after dinner scraps like chicken bones, fish skin / heads etc into a trap and drop it over the side. I carried 2 on my old Naraii and consistently had "visitors" overnight.

Hoop Traps

Hoop traps generally work in attracting bottom type dwellers, who following a scent trail, work their way upstream to the awaiting food. Hoop nets need to be set with the mouth of the trap downstream/current and the bait end is anchored upstream. After the fish enters the mouth and passes each hoop, it has to squeeze it's way through netting (which acts as a one way valve) on it's way to the bait.



A hoop trap is deployed away from the boat with the bait end anchored (a tether is attached to a small anchor) and the trap is deployed downstream (this can also be anchored but not always necessary).

It's probably due to my inadequecies in reading current flow and estimating change in that flow that explains my only moderate success with hoop nets. When anchored in rivers my catches have been better.

ERRATUM

In issue 48, in the section on longlining, I specify the mainline as 6cm nylon line. This of course should have said 6**mm**.,

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Subject: Aluminum Wharram

I am a planning to build a Tiki 38.
I have had 5 boats so far. One was wood, two where steel and two where made out off fiber glass.
I always have been impressed by the properties of aluminium. Strong, impact resistant yet light, and long lasting. The only problem is electrolysis. The major reason I have discarded it up to now is the cost. It is more expensive than most other materials excluding high-tech stuff.
What do you guys think, how hard would it be to adjust the study plans from ply to aluminium? Has anyone else build to a Wharram out of this material? If so let me know.
The other question is how much interior room would I have to sacrifice due to the foam insulation required?

Let me know what you think, especially if you have built or sailed an aluminium Wharram.

Stamatis Pitsos

(Stamatis,
Questions of this sort are best directed first to the JWD office, the design book does approve of aluminium as a good boatbuilding material for Wharrams. After JWD were to advise on possible changes to plans, PCA members would be able to help with practical info I.e. aluminium welding, other boats buit in aluminium. James mentioned he'd seen an aluminium Wharram along the Great Barrier Reef. I suggest you check withhim for details.
Editor)

The Pushpit.....

Dates for your diary -

***Mar 1st** deadline for next magazine materials*

PCA Winter events

Jan 11th London Social – CANCELLED

Watch for Southern UK Social in Feb/March

Dear Sea People:
Thanks for the quick service! Don't know why I waited this long to join. I am basically doing research and learning, have only sailed on a wharram a couple times, trying to find more rides/rentals(?) to get more experience, will probably buy rather than build.
I am presently dealing with aging parents in New York state, but have lived in northern California for decades.
My fantasy for this winter is to go sailing for a week out of Rio Dulce on that 46 foot wharram charter boat down there. It could happen!

adios, fred (w smith)

Hi folks need some advice...

Do we know of any members, moored in a cat corner in Malta, Cyprus, or greek islands at present. I want to move my boat out there and leave it prior to my retiring in a couple of years to take up a live aboard life again. Don't mind paying, but do not want marina prices if I can avoid them.
I would intend to visit 4 or 5 times a year, so need to be afloat, so a friendly PCA member in the vicinity would be a help to keep an eye on things.

DW Brooman (contact details in yearbook)

African Tangaroa "Boa Gente"

Continued from Page 23

Douglas fir used for the cross-beams was laminated using resorcinol glue. No 1 beam (bow) revealed that one of the laminations had started to open over each hull, but not in between them. Dry rot had developed in the end grain for about one foot in the least protected end of the beam. This was not obvious on the other outer surfaces.

Similar rot had developed in No 3 beam, and also on the upper surface in contact with the deck planks. This was extensive and the upper pair of laminations was adzed away and replaced by new pine. An old copper water tank has provided tingles for the end-grain of the beams, and washers under the deck planks. Copper tingles had covered the end-grain of the Burma teak Samson posts successfully.

The deck planks of Oregon pine were mainly in good order and little affected by the weather. These planks were rift-sawn and extend for the length of the deck. Only 5 of the 22 planks needed attention, and of these two were spliced with new wood to exclude cross-grain fractures. Rot in the remaining three planks reflected the problem in No 3 beam and these were made good by laminations of hardwood veneer and epoxy.

The nylon lanyards to the standing rigging are replaced every two years.

Support your Association
And spread good fortune....

With a lucky PCA burgee and clothing too
your voyage is assured of success.....
Reading matter? Back numbers of course!

Committee member Gerald Winkler shows
our Burgee in the Adriatic That's the way to do it!

RED BURGEES, SEWN-ON WHARRAM LOGO BOTH SIDES.....£12 INC. P&P

TEE-SHIRTS (round neck).....£12 EA + P&P
POLOS/TENNIS(collar + buttons).....£15 EA + P&P
SWEATSHIRTS.....£16 EA + P&P
BACK ISSUES...of Seapeople.....£3.50 EA INC. P&P

BUY IN BULK .....5 ISSUES... £15 INC. P&P.....10 ISSUES...£25 INC. P&P

POSTAGE ON CLOTHING ITEMS:

UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM
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PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE, OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

OUR NEW ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

DITTY

FOR SALE TIKI 31 – Truly complete inventory including 2 new 8hp 4 strokes this year, lying Ireland.
£ 17,000
Contact Bryn or Ruth James – 01248 470967

For sale:

30x18ft Polytunnel Frame. Perfect for building complete Tiki 26 or similar. Price £ 75.00. You collect.

International Perfection two pack paint. 750ml tins.
£8 each. Approx 9m square coverage per tin.

Undercoat x 8
Mediterranean White x 3
Nordic White x 6

Cushion covering material in Prussian Blue, waterproof, sufficient to do all cushions/matresses for a Tiki30 - cost £140 - make an offer

Significant quantity of copper stitching wire (in Electrical cabling). Ken Hook donated free. I'm passing on free.

Moving to Australia early Feb - Don't delay

Contact -Jeremy Slack 01202 660497
Or Jeremy@slack92.fsnet.co.uk

"For Sale- Ground tackle + main and pick up buoy, used for Tiki 26. 2 seasons use from new.
Needs some maintenance. £125.00
Call me on 01952 813466 evenings only" - Andy White

DITTY

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

****** Ditty bag ads will run automatically for 2 issues*** *(to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

??? NEED A PLACE TO BUILD ???

If you are in commuting distance from Manchester then we have a perfect workshop building at the New Mills Marina in the Peak District.

Join the T31 already under construction and take advantage of our special discount Chandlery and workshop tools.

Kit Brammer 01663 741 310 /Evenings 01280 706445

kit@newmillsmarina.com for details.

"**For Sale** - Mauna Loa, Narai Mk IV
(professionally built by Andrews Boatyard, Emsworth, Sussex 1984. 2 x Yanmar 15hp diesel engines, 2 x 25 galls stainless fuel tanks. Bermudan ketch rig, aluminium spars, assorted sails. Hull is ply sheathed, decking is Iroko with mahogany interior. Individual cabins separated by bulkheads, 6' 3" standing headroom in hulls, 8 berths, being 3 doubles, one of which has its own shower and heads fitted, and 2 singles, plus separate heads/shower. Recently overhauled, all four beams in good order. Ready to sail coastal, Atlantic or circumnavigation. £30,000 ono
For more information and full inventory please email angela.woods@lineone.net

FOR SALE Hinemoa 80% completed project

This cat has had an extensive refit to date, including new cabin tops, decks, new beams (now on Tiki style lashings) etc, etc. Interior refit needs completing, along with some minor cosmetic work.
Mast and rigging are all in good order, there are two brand new sails with this cat (fully battened main and genoa on furling gear, which have never even been run up the mast (£600)), a 7.5hp 4-stroke honda engine for auxillary power (not that the cat needs it) along with spare sails (main, genoa, cutter jib) 10 ft Avon inflatable tender.
Unfortunately for sale due to lack of time to complete and sail myself.

£1950 ono Contact Si Belk Tel +44(0)1472 321753 e.mail sbelk@nickerson.co.uk or simon.l.belk@ntlworld.co.uk
or snail mail as year book.
This cat is at present berthed at Humber Mouth Yacht Club , Cleethorpes, Lincolnshire

FOR SALE –Plans for Pahi 42 (#122) £900 or near offer. Mint Condition – Includes Modification Sheets
Unable to see my way clear to build in the foreseeable future, so reluctantly these plans are for sale. Guaranteed no boat built from this set of plans.

Hugh Jenkins Tel +44 (0) 1633 422279
Robinwood, Belmont Hill, Caerleon, GWENT NP18 1JX

TIKI 26 for sale *** Bargain ***
She is complete with everything (GPS; Outboard; Dinghy; tent; sunroof: etc.).
Even included is a trailer and slipwheels. At time she is in Croatien.
The price 10.400.- €
My contact is Peter (Weigel) Germany weigel@wtal.de

THIS IS PROBABLY THE BEST EXAMPLE OF A G.R.P. WHARRAM CATAMARAN - TIKI 26 - YOU WILL SEE. THE BOAT HAS BEEN BUILT BY A PROFESSIONAL BOAT BUILDER WHO IS THE OWNER OF THE BOAT. IT WAS LAUNCHED IN 1991, IS IN EXCELLENT CONDITION AND HAS BEEN MAINTAINED TO A VERY HIGH STANDARD.
INCLUDED:
NEW 5 HP STROKE MARINER ENGINE – LAUNCHING TROLLEYS – SOLAR PANEL – NEW BATTERY
BERTH CUSHIONS – GALLEY TABLE AND COOKER – DECK TENT – SPINNAKER – LOG AND SOUNDER
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LYING NEAR PLYMOUTH.PRICE: £11,800 O.N.O. FOR FURTHER DETAILS CONTACT MIKE SMITH ON 01752 822617 OR EMAIL ON:jansmith100@onetel.net.uk